NACOmatic

Effective: 26-Aug-2010
Expires: 23-Sep-2010



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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBANY, OR

ALBANY MUNI ..... **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI ..... **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL ..... **RNAV (GPS) Rwy 26[12]**
VOR Rwy 8[3]
[1]NA when local weather not available.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[3]Category C, 800-2¼; Category D, 900-3.

AURORA, OR

AURORA STATE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[2]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BAKER, MT

BAKER MUNI ..... **NDB Rwy 13[1]**
NDB Rwy 31[2]
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI ..... **RNAV (GPS) Rwy 13[12]**
VOR-A[13]
VOR/DME Rwy 13[24]
[1]NA when local weather not available.
[2]Category D, 900-2¾.
[3]Categories A,B, 1900-2; Categories C,D, 1900-3.
[4]NA when control zone not in effect.

NAME — ALTERNATE MINIMUMS

BELLINGHAM, WA

BELLINGHAM INTL ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD ..... **VOR Rwy 31**
Category D, 800-2¼.

BILLINGS, MT

BILLINGS LOGAN INTL ..... **NDB Rwy 10L[1]**
RNAV (GPS) Rwy 10L[2]
RNAV (GPS) Rwy 28R[3]
[1]Category D, 800-2¼.
[2]Categories A,B,C,D, 800-2¼.
[3]Categories A,B, 900-2; Categories C,D, 900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN FIELD) ..... **LOC BC Rwy 28L**
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD ..... **RNAV (GPS)-A[1]**
VOR Rwy 12[2]
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19[1]
NA when local weather not available.
[1]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

BUFFALO, WY

JOHNSON COUNTY ..... **RNAV (GPS) Rwy 31**[1]
VOR/DME Rwy 31[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID

BURLEY MUNI ..... **VOR-A**
VOR/DME-B
NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL ..... **NDB Rwy 10**[1]
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.
[1]Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR

BURNS MUNI ..... **VOR Rwy 30**
Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT

BERT MOONEY ..... **ILS Y Rwy 15**[1]
LOC/DME Rwy 15[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Z Rwy 15,1200-2
VOR or GPS-B,1400-3
VOR/DME or GPS-A,3000-3
[1]Categories A, B, C, 1200-4.
[2]Categories A,B, 1300-2; Categories C,D, 1300-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID

CALDWELL INDUSTRIAL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CASPER, WY

CASPER/NATRONA COUNTY INTL ..... **ILS or LOC Rwy 3**
ILS, Categories A,B, 800-2; Category C 800-2½; Category D, 800-2¾; Category E, 900-3.
LOC, Category C, 800-2½; Category D, 800-2¾; Category E, 900-3.

NAME ALTERNATE MINIMUMS

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD ..... **ILS or LOC Rwy 27**[1]
NDB Rwy 27[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CODY, WY

YELLOWSTONE REGIONAL ..... **RNAV (GPS) Rwy 22**[1]
VOR or GPS-A[2]
[1]Category C, 800-2¼; Category D, 200-2¾.
[2]Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD .... **ILS or LOC/DME Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
VOR Rwy 5
VOR/DME Rwy 1
NA when local weather not available.

CORVALLIS, OR

CORVALLIS MUNI ..... **VOR-A**
Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA

DEER PARK ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

DILLON, MT

DILLON ..... **VOR or GPS-A,**1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ..... **VOR Rwy 29**
Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ..... **RNAV (GPS)-A**
Categories A, B, 1100-2.
NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ..... **RNAV (GPS) Rwy 25**[1]
RNAV (GPS) Rwy 29
VOR-B[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category A, 1500-2.

NAME ALTERNATE MINIMUMS

EPHRATA, WA
EPHRATA MUNI ..... **RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 21[2]
VOR/DME Rwy 3[1]
VOR Rwy 21[1]
NA when local weather not available.
[1]Category D, 1300-3.
[2]Category C, 800-2¼; Category D, 1300-3.

EUGENE, OR
MAHLON-SWEET
FIELD ..... **ILS or LOC/DME Z Rwy 16R**[1]
ILS or LOC Y Rwy 16R[1]
ILS or LOC/DME Rwy 16L[12]
RNAV (GPS) Rwy 34R[2]
VOR or GPS-A[3]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

EVANSTON, WY
EVANSTON-UINTA COUNTY
BURNS FIELD ..... **ILS or LOC/DME Rwy 23**
Categories C,D, 700-2.

EVERETT, WA
SNOHOMISH COUNTY(PAINE
FIELD) ..... **ILS or LOC/DME Rwy 16R**
NA when control tower closed.
NA when local weather not available.

FORT BENTON, MT
FORT BENTON ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

GILLETTE, WY
GILLETTE-CAMPBELL
COUNTY ..... **ILS or LOC Rwy 34**[12]
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[4]
VOR/DME Rwy 16[5]
VOR/DME Rwy 34[1]
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]NA when control tower closed.
[3]Categories A,B,C, 800-2¼; Category D, 1000-3.
[4]Categories A,B,C,D, 1200-4.
[5]Category C, 800-2¼; Category D, 1000-3.

GLASGOW, MT
WOKAL FIELD/
GLASGOW INTL ..... **VOR Rwy 12**
Categories A,B, 900-2; Categories C,D, 900-3.
VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT
DAWSON
COMMUNITY ..... **NDB or GPS Rwy 12,**900-2¾

GOODING, ID
GOODING MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

GRAY AAF (KGRF)
FORT LEWIS, WA ..... **NDB Rwy 15**
NDB Rwy 33
ILS or LOC Rwy 15
COPTER NDB Rwy 15
NA when control tower closed.

GREAT FALLS, MT
GREAT FALLS INTL ..... **NDB Rwy 34**
Category D, 800-2¼.

GREYBULL, WY
SOUTH BIG HORN COUNTY .... **RNAV (GPS)-A**
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 1200-3.

HAILEY, ID
FRIEDMAN
MEMORIAL ..... **RNAV (GPS) W Rwy 31**
Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT
HAVRE CITY-COUNTY ..... **VOR Rwy 26**
Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

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NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ..... **ILS or LOC Y Rwy 27[12]**
ILS or LOC Z Rwy 27[12]
LOC/DME BC-C[13]
NDB-D[14]
RNAV (GPS) Y Rwy 9[5]
RNAV (GPS) Rwy 23[6]
RNAV (GPS) X Rwy 27[5]
RNAV (RNP) Z Rwy 9[7]
RNAV (RNP) Y Rwy 27[7]
RNAV (RNP) Z Rwy 27[79]
VOR-A[8]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1600-2; Categories C, D, E, 1600-3.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.
[4]Category A, 1200-2.
[5]Categories A, B, 1600-2; Categories C, D, 1600-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[7]NA when local weather not available.
[8]Categories A, B, 2900-2; Categories C, D, 2900-3.
[9]1000-4.

HOQUIAM, WA

BOWERMAN ..... **RNAV (GPS) Rwy 24[1]**
VOR/DME Rwy 24[2]
VOR Rwy 6[1]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ..... **ILS or LOC Rwy 20[1]**
LOC BC Rwy 2[2]
RNAV (GPS) Rwy 20[3]
VOR Rwy 20[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]NA when local weather not available.

JACKSON, WY

JACKSON HOLE ..... **RNAV (GPS) X Rwy 1[1]**
RNAV (GPS) Y Rwy 19[1]
RNAV (RNP) Y Rwy 1, 10681200-4
VOR/DME Rwy 1[2]
VOR/DME Rwy 19[3]

[1]Categories A,B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B,1000-2; Categories C,D, 1000-3.
[3]Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS

JEROME, ID

JEROME COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27[1]
VOR/DME-A

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
OGILVIE FIELD ..... **RNAV (GPS) Y Rwy 9**
Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL ..... **ILS or LOC Rwy 2[1]**
RNAV (RNP) Y Rwy 2[2]
RNAV (RNP) Rwy 20, 800-2½[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.

KELSO, WA

SOUTHWEST
WASHINGTON RGNL ..... **RNAV (GPS) Rwy 12**
Categories A, B, 900-2.

KLAMATH FALLS, OR

KLAMATH FALLS .... **ILS or LOC/DME Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2¾; Category D, 1000-3. LOC, Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY ..... **VOR/DME-A**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

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NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY ..... **RNAV (GPS) Y Rwy 8**[1]
RNAV (GPS) Y Rwy 26[1]
RNAV (RNP) Rwy 30[2]
RNAV (RNP) Z Rwy 8[2]
RNAV (RNP) Z Rwy 12[2]
RNAV (RNP) Z Rwy 26[2]
VOR Rwy 8[3]
VOR Rwy 26[1]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI ..... **RNAV (GPS) Rwy 7**
VOR Rwy 7

Category D, 800-2¼.

LIVINGSTON, MT

MISSION FIELD ..... **VOR/DME-B**[1]
VOR-A[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

MC CALL MUNI ..... **RNAV (GPS) Rwy 16**[1]
RNAV (GPS) Y Rwy 34[2]
RNAV (GPS) Z Rwy 34[34]

[1]Category C, 900-2½.
[2]Categories A, B, 1600-2; Categories C, D, 1600-3.
[3]NA when local weather not available.
[4]Category C, 900-2½; Category D, 1000-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ..... **ILS or LOC Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.
Category D 800-2¼.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD ..... **ILS or LOC/DME Rwy 14**[12]
LOC/DME BC-B[23]
RNAV (GPS)-D[3]
RNAV (GPS) Rwy 14[4]
VOR-A[5]
VOR/DME-C[3]
VOR/DME Rwy 14[5]

[1]ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[2]NA when control tower closed.
[3]Categories A, B, 2300-2; Categories C, D, 2300-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 1400-2;Category C, D 1400-3.

MISSOULA, MT

MISSOULA INTL ..... **ILS Rwy 11**[1]
RNAV (GPS) Y Rwy 11[23]
RNAV (RNP) Z Rwy 11[2]**,**800-2½
VOR/DME or GPS-A,2000-3
VOR/DME or GPS-B,2000-3

[1]ILS, 1600-6. LOC,NA.
[2]NA when local weather not available.
[3]Categories A, B, 1900-2; Categories C, D, 1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... **ILS or LOC Rwy 32R**[1]
NDB Rwy 32R[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 14L[1]
RNAV (GPS) Rwy 22[1]
VOR Rwy 4[2]
VOR -1 Rwy 14L[2]
VOR -3 Rwy 14L[2]
VOR Rwy 22[2]
VOR Rwy 32R[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

NEWCASTLE, WY

MONDELL FIELD ..... **VOR or GPS Rwy 31**
NA except for operators with approved weather reporting service.
Categories A,B, 900-2;Categories C,D, 900-3.

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NAME ALTERNATE MINIMUMS

NORTH BEND, OR

SOUTHWEST OREGON RGNL ..... **ILS or LOC Rwy 4[1]**
NDB Rwy 4[2]
RNAV (GPS) Y Rwy 4[2]
VOR-A[3]
VOR/DME-B[2]
VOR/DME Rwy 4[4]

[1]ILS, Categories A, B, 800-2; Category C, 900-2¼; Category D, 1100-3. LOC, Category C, 900-2¼; Category D,1100-3.
[2]Category C, 900-2¼; Category D, 1100-3.
[3]Categories A, B, 1200-2; Categories C, D, 1200-3.
[4]Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG ..... **RNAV (GPS) Rwy 7**

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ..... **ILS or LOC Rwy 17[123]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[24]
VOR/DME Rwy 35[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Category D, 800-2¼.

ONTARIO, OR

ONTARIO MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PASCO, WA

TRI-CITIES ..... **ILS or LOC Rwy 21R[12]**
RNAV (GPS) Rwy 3L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21R
RNAV (GPS) Rwy 30
VOR Rwy 21R[3]
VOR/DME Rwy 30

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON ..... **ILS or LOC/DME Rwy 25[1]**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7

NA when local weather not available.
[1]ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD ..... **NDB-A[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2½.

POCATELLO, ID

POCATELLO RGNL ..... **ILS or LOC Rwy 21[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[2]

[1]NA when control zone not in effect.
[2]NA when local weather not available.

PORT ANGELES, WA

WILLIAM R FAIRCHILD INTL ..... **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8[1]
RNAV (GPS) Rwy 26

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

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NAME — ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND INTL ..... **ILS or LOC Rwy 10L**[1]
ILS or LOC Rwy 10R[2]
ILS or LOC Rwy 28L[3]
ILS or LOC Rwy 28R[4]
LOC/DME Rwy 21[5]
RNAV (GPS) Rwy 10L[5]
RNAV (GPS) Rwy 10R[6]
RNAV (GPS) Rwy 12[7]
RNAV (GPS) Rwy 28L[8]
RNAV (GPS) Rwy 28R[8]
VOR/DME Rwy 21[5]
VOR-A [9]
VOR Rwy 28R[5]

[1]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.
[3]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.
[4]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[5]Category D, 1000-3.
[6]Categories A,B,C 800-5; Category D, 1000-5.
[7]NA when local weather not available.
[8]Category D, 1000-3.
[9]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. **ILS or LOC Rwy 12**[1]
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE ..... **NDB or GPS-A**

Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI ..... **RNAV (GPS) Rwy 5,** 800-2¼

RAWLINS, WY

RAWLINS MUNI/ HARVEY FIELD ..... **RNAV (GPS) Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME — ALTERNATE MINIMUMS

REDMOND, OR

ROBERTS FIELD ..... **ILS or LOC Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]ILS,LOC,Category D,800-2¼; Category E, 800-2½.
[2]Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI ..... **NDB Rwy 16**[1]
RNAV (GPS) Y Rwy 16[2]

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

REXBURG, ID

REXBURG-MADISON COUNTY ..... **RNAV (GPS) Rwy 35**

NA when local weather not available.
Category D, 800-2½.

RICHLAND, WA

RICHLAND ..... **NDB Rwy 19**[1]
RNAV (GPS) Rwy 19[1]
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
VOR Rwy 26[1]

[1]Category D, 800-2½.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

RIVERTON, WY

RIVERTON RGNL ..... **ILS or LOC Rwy 28**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 10
VOR Rwy 28

NA when local weather not available.

ROSEBURG, OR

ROSEBURG RGNL ..... **RNAV (GPS)-B**

NA when local weather not available.
Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ..... **ILS or LOC Rwy 31**[12]
LOC/DME Rwy 31[3]
RNAV (GPS) Rwy 31[13]

[1]NA when local weather not available.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

SALMON, ID

LEMHI COUNTY ..... **RNAV (GPS)-D**
NA when local weather not available.
Categories A, B, 3000-2; Category C, 3000-3.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK ..... **VOR/DME or GPS-A**
Category B, 900-2; Category C, 1000-2¾; Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY INTL ..... **ILS or LOC Rwy 31L[1]**
LOC/DME Rwy 13R[2]
RNAV (GPS) Y Rwy 13R[3]
RNAV (RNP) Z Rwy 13R[4]
[1]Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Categories A, B, C, D, 800-2¼.

SHERIDAN, WY

SHERIDAN COUNTY ..... **ILS or LOC/DME Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
NA when local weather not received.
Category D, 800-2¼.

SIDNEY, MT

SIDNEY-RICHLAND MUNI ..... **NDB Rwy 1[1]**
NDB Rwy 19[2]
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SPOKANE, WA

FELTS FIELD ..... **ILS/DME Rwy 21R[1]**
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 3L[2]
VOR Rwy 3L[34]
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Categories A, B, 1000-2; Categories C, D, 1000-3.
[4]NA when local weather not available.

SPOKANE INTL ..... **ILS or LOC Rwy 3[1]**
ILS or LOC/DME Rwy 21[1]
RNAV (GPS) Rwy 3[2]
VOR Rwy 3[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 800-2½.

TACOMA, WA

TACOMA NARROWS ..... **ILS Rwy 17[1]**
NDB Rwy 35[1]
RNAV (GPS) Rwy 17[12]
RNAV (GPS) Rwy 35[23]
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/ THE DALLES MUNI ..... **RNAV (GPS)-A**
Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL ..... **ILS or LOC Rwy 25[1]**
NDB Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 7[2]
NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]Category C, 800-2¼; Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

WALLA WALLA, WA

WALLA WALLA RGNL ..... **ILS or LOC Rwy 20**[1]
ILS or LOC Y Rwy 20[13]
ILS or LOC/DME Z Rwy 20[23]
NDB Rwy 20, 1000-3
RNAV (GPS) Rwy 2[34]
RNAV (GPS) Rwy 16[4]
RNAV (GPS) Rwy 20[4]
VOR/DME Rwy 2[4]

[1]ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.

WENATCHEE, WA

PANGBORN
MEMORIAL ..... **ILS Y Rwy 12,** 1300-4
RNAV (RNP) Rwy 12, 1200-4
VOR/DME-C[12]
VOR/DME-A[3]

[1]NA when local weather not available.
[2]Categories A, B, 1500-2; Categories C, D, 1500-3.
[3]Categories A, B, 2000-2; Categories C, D, 2000-3.

WOLF POINT, MT

L.M. CLAYTON ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI ..... **VOR or GPS Rwy 16**

Categories C,D, 800-2½.

YAKIMA, WA

YAKIMA AIR TERMINAL/
MCALLISTER FIELD .... **ILS Y Rwy 27,** 600-2¼[1]
LOC/DME BC-B[12]
RNAV (GPS) Y Rwy 27[3]
VOR/DME or TACAN Rwy 27[4]
VOR-A[5]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]Category C, 800-2½; Category D, 800-2¾.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Category C, 800-2¼; Category D, 800-2½.

26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** Use LUNDI DEPARTURE. **Rwy 34,** use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34**, turn left. **All aircraft** climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. **Rwy 17,** std. w/ min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. **Rwy 22,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35,** climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NAME	TAKE-OFF MINIMUMS

BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: **Rwy 17,** multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. **Rwy 35,** multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34,** 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwy 16**, climb direct to WATON LOM. **Rwys 29,34**, turn left. **All aircraft** climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8,31,** turn left. **Rwy 13**, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course. **All other aircraft** climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence... ...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17,** multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35,** multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: **Rwy 13,** 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31,** 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY ,OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K). **Rwy 13**, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31**, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C,D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8,13**, turn left. **Rwys 26,31,35,** turn right. **All aircraft** climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34,** climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16,** lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34,** lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 8400 via BPI R-124. **Rwy 31,** climb to 10800 via BPI R-320 thence all aircraft climb on course.

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BILLINGS, MT
BILLINGS LOGAN INTL (BIL)
AMDT 5 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10R,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 10L,** Climb heading 098° to 4600 before turning right.
NOTE: **Rwy 10L,** fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25,** airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID
MCCARLEY FIELD
DEPARTURE PROCEDURE: **Rwy 1,** climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19,** climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID
BOISE AIR TERMINAL / GOWEN FIELD (BOI)
AMDT 6 10042 (FAA)
DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERS FERRY, ID
BOUNDARY COUNTY (65S)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 20,** use KARPS (RNAV) DEPARTURE.

BOZEMAN,MT
GALLATIN FIELD (BZN)
AMDT 3 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.
DEPARTURE PROCEDURE: **Rwys 12, 30,** use BOZEMAN DEPARTURE.

BREMERTON,WA
BREMERTON NATIONAL (PWT)
AMDT 3 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ min. climb of 410' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 1,** Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19,** Climb to 6000 direct CAN NDB, thence...
...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.
NOTES: **Rwy 1,** Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19,** Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO,WY
JOHNSON COUNTY
TAKE-OFF MINIMUMS: Northbound aircraft: **Rwys 13,31,** 2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. with a min climb of 300' per NM to 6000.
DEPARTURE PROCEDURE: Northbound aircraft: **Rwy 13**, turn left. **Rwy 31,** climb straight ahead. **All aircraft** proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: **Rwy 13,** climb straight ahead. **Rwy 31,** turn right. **All aircraft** proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID
BURLEY MUNI (BYI)
AMDT 5 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1½ or std. w/ min. climb of 428' per NM to 4500.
DEPARTURE PROCEDURE: **Rwy 2,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 20,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.
NOTE: **Rwy 2,** obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6,** trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline,16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline,123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 4,10,22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: **Rwy 4,** tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30,** climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: **Rwy 21,** pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15,** std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29,** std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33,** std. w/ min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .**Rwy 29,** climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . . **Rwy 33,** climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .

. . .climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: **Rwy 15,** multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. **Rwy 29,** multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6 379' MSL. **Rwy 33,** flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30,** climb via heading 299° to 4400 before proceeding on course.

NOTE: **Rwy 12,** levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30,** multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **All other runways,** turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS, WA

CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16,** climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34,** climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: **Rwy 13,** multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27,** multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31.** multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY

YELLOWSTONE RGNL (COD)

AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22,** std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22,** climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4,** trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22,** poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV) DEPARTURE. **Rwy 24,** use CONUK (RNAV) DEPARTURE.

CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17,** climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. **Rwys 27, 35,** climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9,** multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27,** obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. **Rwy 35,** multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above9000.

DEER PARK, WA

DEER PARK (DEW)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1½ or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16,** climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22,** climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: **Rwy 4,** aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16,** trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22,** trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34,** aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

DILLON, MT

DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21,** NA.

DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23,** 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11,** climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23,** climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29,** climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.

NOTE: **Rwy 5,** trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23,** trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID

DRIGGS-REED MEMORIAL (DIJ)

AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA-Terrain. **Rwy 34,** 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34,** climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: **Rwy 34,** trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA

BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11,** 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25,** 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29,** 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29,** climbing right turn direct ELN VORTAC. **Rwys 11, 25,** climbing left turn direct ELN VORTAC. **All aircraft,** continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2300 before proceeding on course. **Rwy 11,** climb heading 112° to 2200 before proceeding on course. **Rwy 21,** climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climb to 1000 then climbing right turn...**Rwys 34L, 34R,** climb to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in EUG VORTAC holding pattern (hold north, right turn, 175° inbound) to cross EUG VORTAC at or above MEA altitude before proceeding enroute.

NOTE: **Rwy 16R,** tree 1992' from departure end of runway, 832' left of centerline, 50' AGL/419' MSL. **Rwy 16L,** multiple trees and power poles beginning 872' from departure end of runway, 35' right of centerline, up to 50' AGL/437' MSL, multiple trees and power poles beginning 890' from departure end of runway, 77' left of centerline, up to 50' AGL/433' MSL. **Rwy 34R,** multiple trees beginning 2869' from departure end of runway, 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline, 50' AGL/428' MSL.

26 AUG 2010 to 23 SEP 2010

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. **Rwy 23**, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R,** climbing right turn, thence...**Rwys 29, 34L/R,** climbing left turn, thence...

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 11,** multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, up to 140' AGL/672' MSL. **Rwy 16L,** multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. **Rwy 16R,** multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. **Rwy 29,** multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. **Rwy 34R,** multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track 048° to intercept SKA R-045 to 5300, then on course. **Rwy 23**, climb on track 241° to 3400, then on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468' MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23,** std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23,** for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB **Rwy 34,** climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. **Rwy 21,** 600-3 or std. w/ min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. **Rwy 21,** climb via heading 206° to 5200, before proceeding on course.

NOTE: **Rwy 3,** windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. **Rwy 16,** tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. **Rwy 21,** fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 ' AGL/4729' MSL. **Rwy 34,** fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394 ' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 ' MSL. Vehicle on road 1610' from DER. 419' left of centerline, 15' AGL/4380' MSL.

GOODING, ID

GOODING MUNI (GNG)
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 068° to 5000 before turning left. **Rwy 25,** climb heading 233° to 5600 before turning right.

NOTE: **Rwy 7,** rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. **Rwy 25,** vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID
IDAHO COUNTY (S80)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Obstacles.

DEPARTURE PROCEDURE: **Rwy 25,** Use MELLR DEPARTURE.

GRANTS PASS, OR
GRANTS PASS

TAKE-OFF MINIMUMS: **Rwy 12,** NA. **Rwy 30,** 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 30,** climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)
FORT LEWIS, WA . . . . . AMDT 2, 10098

Rwy 15, Standard
Rwy 33, 300-1*
* Or standard with minimum climb of 430/NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** Climb heading 147° to 700 then climbing left turn direct GRF NDB.
Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.

TAKE-OFF OBSTACLES: **Rwy 15,** Tree 100' AGL/ 439' MSL, 1848' from DER, 430' right of centerline. **Rwy 33,** Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of centerline.

GREAT FALLS, MT
GREAT FALLS INTL

NOTE: **Rwy 7,** obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. **Rwy 21,** pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. **Rwy 25,** windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY
SOUTH BIG HORN COUNTY (GEY)
ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. w/ min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: **All runways**, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on course.

NOTE: **Rwy 25,** bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY, WY
CAMP GUERNSEY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 320' per NM to 4700. **Rwy 32,** 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: **Rwy 14,** climb to 5600 via heading 150°. **Rwy 32,** climb to 5800 via heading 070°. **All aircraft** continue on course.

HAILEY, ID
FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 13,** 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. **Rwy 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 13,** Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: **Rwy 13,** multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT
RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE,MT
HAVRE CITY-COUNTY (HVR)
AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¾ or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...**Rwy 8,** climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence...**Rwy 21,** climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...**Rwy 26,** climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...
...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding on course.

NOTE: **Rwy 3,** pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. **Rwy 8,** obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26,** light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

HELENA, MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9,** std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23,**1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**,1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16,34,** NA.

DEPARTURE PROCEDURE: **Rwys 5,9,** climbing left turn heading 270°. **Rwys 23,27,** climbing right turn heading 020°. **All Aircraft:** continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5,** ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL**. Rwy 23,** pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27,** buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4,** tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22,** light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn heading 110°: **Rwy 24,** climb runway heading. **All aircraft** climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** std. w/ min. climb of 450' per NM to 6300, or 500-2¼ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31,** climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13,** road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31,** terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2,** pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17,** trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35,** trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON,WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1,** use GEYSER DEPARTURE. **Rwy 19,** use TETON DEPARTURE.

JEROME, ID
JEROME COUNTY (JER)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-1¾ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9,** bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27,** fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR
GRANT COUNTY RGNL/OGILVIE FIELD (GCD)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** NA, Terrain.

DEPARTURE PROCEDURE: **Rwy 27,** climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27,** fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT
GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA
SOUTHWEST WASHINGTON RGNL (KLS)
AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** NA, terrain. **Rwy 30,** std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:. **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: **Rwy 30,** light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

KEMMERER, WY
KEMMERER MUNI (EMM)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,10,22,28,** NA - Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34,** climb via heading 346° to 8200 then climbing right turn to12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.

KLAMATH FALLS, OR
KLAMATH FALLS (LMT)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Terrain. **Rwy 14,** std. w/ min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence… or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 25,** climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 32,** climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence…
…continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14,** trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25,** terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32,** multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30,** Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16,** 2000-3 or std. with a min. climb of 500' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 12**,**16,** climbing left turn direct LGD NDB, thence; **Rwys 30,34,** climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34,** 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12,21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32,** NA.

DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

LEWISTON,ID

LEWISTON-NEZ PERCE COUNTY (LWS)

AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8,12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN,MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7,12,** 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE:**Rwys 2,30** turn left. **Rwys 7,12,20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26,** std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8,** std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 8, 26,** for climb in visual conditions: cross Lexington Airport at or above 3600.

NOTES: **Rwy 8,** trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33,** not authorized. **Rwy 15,** use EYESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,13,26,31,** NA-Enivironmental.

DEPARTURE PROCEDURE: **Rwys 4, 22,** use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22,** std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: **Rwys 4, 34,** climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… **Rwy 16,** climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence…**Rwy 22,** climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence ...

…continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 4,** vehicle on road beginning 7' from DER,268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16,** bushes beginning 196'from DER, 151' left of centerline, up to 14' AGL/2444'MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34,** bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

MC CALL, ID

MC CALL MUNI (MYL)
AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.

MC CHORD FIELD (KTCM)

TACOMA, WA 10154

DEPARTURE PROCEDURE: **Rwy 16,** Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34,** Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16,** Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34,** Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17,** std. w/ min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35,** climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17,** tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22,** multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35,** multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD,OR

ROGUE VALLEY INTL-MEDFORD (MFR)
AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Obstacles. **Rwy 14**, std. w/ min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32,** std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwys 11, 29,** use GRZLY DEPARTURE.

26 AUG 2010 to 23 SEP 2010

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R,** antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. **Rwy 18,** pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L,** pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12, 30, 6700-3*

* Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10,** 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28,** 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct STI NDB. **Rwy 28,** climbing right turn direct STI NDB. **All aircraft** departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29,** climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11,** 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,17,23,35,** NA. **Rwy 13,** 200-1 or std. with a min. climb of 275' per NM to 4400. **Rwy 31,** 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31,** climbing left turn. **All aircraft** climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13,** fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31,** multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 16,** turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

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NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 13,** 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13,** climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22,** climb heading 223° to 700 before proceeding on course. **Rwy 31,** climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4,** Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13,** bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22,** ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31,** ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1. **Rwy 25,** 300-1

DEPARTURE PROCEDURE: **Rwy 7,** climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25,** climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7,** multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25,** cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence. . .**Rwy 17,** climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence. . .or climb in visual conditions to cross OLM VORTAC at or above 2300, thence. . . **Rwy s 26,35,** climbing right turn direct OLM VORTAC, thence. . .

. . .continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17,** multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26,** multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35,** multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17,** 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** use GETNG RNAV DEPARTURE. **Rwy 35,** NA.

ONTARIO,OR
ONTARIO MUNI (ONO)
AMDT 3 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.
NOTE: **Rwy 14,** multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32,** multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA
TRI-CITIES
DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON,OR
EASTERN OREGON RGNL AT PENDLETON (PDT)
AMDT 3 09183 (FAA)
DEPARTURE PROCEDURE: **Rwys 7, 29, 34,** climbing left turn direct PDT VORTAC, thence...
Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...
Rwy 25, climb direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.
NOTE: **Rwy 16,** multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. **Rwy 25,** multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29,** terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY
PINEDALE/RALPH WENZ FIELD (PNA)
AMDT 2 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 11,** climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29,** climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT
SHER-WOOD
NOTE: **Rwy 12,** multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/ 2251' MSL. **Rwy 30,** multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID
POCATELLO RGNL (PIH)
AMDT 7 09351 (FAA)
DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT
POLSON
TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.
DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.
NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

PORT ANGELES, WA
PORT ANGELES CGAS
DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL
DEPARTURE PROCEDURE: **Rwys 8,13, 26, 31**, use WATTR FIVE DEPARTURE.

PORTLAND, OR

PORTLAND INTL (PDX)
AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 400' per NM to 600. **Rwy 10L/R,** std. w/ min. climb of 270' per NM to 2900. **Rwy 21,** std. w/ min. of 310' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L,10R,** climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ... **Rwy 21,** climb heading 205.03 to 500, then climbing right turn direct BTG VORTAC, thence ... **Rwys 28L,28R,** climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ... ... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3,** signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. **Rwy 10L,** rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL. **Rwy 10R,** pole 1996' from departure end of runway, 758' right of centerline, 54' AGL/74' MSL. note: **Rwy 21,** trees beginning 1319' from departure end of runway,155' right of centerline, up to 100' AGL/318' MSL. Poles and trees beginning 353' from departure end of runway, 36' left of centerline, up to 100' AGL/317' MSL. **Rwy 28L,** trees 1873' from departure end of runway, 836' left of centerline, 50' AGL/88' MSL. **Rwy 28R,** multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right of centerline, up to 27' AGL/69' MSL.

PORTLAND-HILLSBORO (HIO)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct UBG VOR/DME… **Rwy 20,** climbing left turn direct UBG VOR/DME… **Rwys 2, 30,** climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME… …all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2,** vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12,** terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20,** terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30,** terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7,** 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left. **Rwy 25**, turn right. **All aircraft** climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI (POY)
AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,16,21,34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. **All aircraft** climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13,** terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31,** windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15,** climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28,** climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33,** climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10,** trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15,** trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28,** trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33,** trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/ 3319' MSL.

26 AUG 2010 to 23 SEP 2010

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23,** climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5,** multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23,** multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34,** 300-1.

DEPARTURE PROCEDURE: **Rwy 16,** climbing right turn. **Rwy 34,** climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16,** light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34,** multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4,** turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** std. w/ min. climb of 269' per NM to 4700. **Rwy 28,** std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10,** climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22,** climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28,** climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28,** numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¾ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34,** Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ...

...Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16,** trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34,** Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35,** climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17,** 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35,** 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RICHLAND, WA

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8,** std. w/ min. climb of 310' per NM to 5000. **Rwy 19,** std. w/ min. climb of 480' per NM to 5000. **Rwy 26,** std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,8,** climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 19,** climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. **Rwy 26,** climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1,** crane 4957' from DER,1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8,** railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19,** bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26,** antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

RIVERTON RGNL (RIW)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28,** climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1,** sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10 ,** sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19,** sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28,** sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9,** climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21,** climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27,** climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21,** bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34,** climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16,** tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34,** building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

26 AUG 2010 to 23 SEP 2010

ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34,** climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16,** tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34,** tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwy 35,** 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17,** NA. **Rwy 35,** climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1,** 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19,** 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn to COE VOR/DME via heading 200° and COE R-002. **Rwy 19,** climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5,** turn left heading 280°. **Rwy 23,** turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33,** climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: **Rwy 15,** 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33,** cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 280' per NM to 3400.

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L,** 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R,** std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L,** std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2 ½ for climb in visual conditions. **Rwy 31R,** std. w/ a min. climb of 334' per NM to 900, or 400-1¾ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R,** climbing right turn. **Rwys 31L/R,** climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L,** multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL. **Rwy13R,** multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L,** multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy31R,** multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R,** climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...
Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L,** trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C,** trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R,** trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L,** fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5,** 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5,** fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11,** truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000. **Rwy 23,** climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5,** multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23,** multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

26 AUG 2010 to 23 SEP 2010

SHERIDAN, WY

SHERIDAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 700-3 or std. w/ min. climb of 318' per NM to 5100, or. . .**Rwy 14,** 800-3 or std. w/ min. climb of 263' per NM to 5100, or. . .**Rwy 23,** 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . . . . .1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 14,** climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 23,** climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 32,** climb via heading 320° and SHR R-106 to SHR VORTAC, thence. . . . . .climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5,** multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23,** fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32,** antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT

SIDNEY-RICHLAND MUNI (SDY)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1,** trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19,** trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29,** terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH, WA

HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles. **Rwy 15L,** std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R,** std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L,** climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... **Rwy 33R,** climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE**: Rwy 15L,** tree 81' from DER, 177' right of centerline, 40' AGL/106'MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R,** powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.

26 AUG 2010 to 23 SEP 2010

SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R,** std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R,** climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/MEA for route of flight. **Rwys 21L, 21R,** climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R -050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/MEA for route of flight.

NOTE: **Rwy 3L,** trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R,** hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L,** elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R,** poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG)

AMDT 5 10154 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 25,** climbing left turn direct GEG VORTAC, thence...**Rwys 7, 21,** climbing right turn direct GEG VORTAC, thence... ...continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeast bound V120-448, 5200; eastbound V2, 5200; southeast through west bound climb on course.

NOTE: **Rwy 3,** multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL. **Rwy 21,** pole 2655' from DER, 1122' left of centerline, 42' AGL/2446' MSL. Tree 3391' from DER, 1315' right of centerline, 100' AGL/2466' MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12,** do not exceed 210 knots until established on MSO R-163. **Rwy 30,** do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30,** climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36,** 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36,** climb direct to DSD VORTAC. Then **all aircraft** climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17,** turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35,** turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwy 30**, climbing left turn heading 120°. **All aircraft** intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19,** NA. **Rwy 31,** 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19,** NA. **Rwy 31,** use FETUJ RNAV DEPARTURE.

TORRINGTON, WY

TORRINGTON MUNI (TOR)
ORIG 10042 (FAA)

NOTE: **Rwy 2,** terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10,** multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28,** terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26,** 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .**Rwy 26,** climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .

. . .continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26,** bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2,7, 20,25,34,** turn left. **Rwy 16,** turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16,** antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20,** light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34,** terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 121° to 3900 before proceeding on course. **Rwy 30,** climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12,** tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30,** tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12,** 1500-2 or std. with a min. climb of 510' per NM to 2900. **Rwys 25, 30**, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading. **Rwys 25, 30,** climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E,right turns,253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: **Rwy 1,** ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right. **All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

26 AUG 2010 to 23 SEP 2010

WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8,** climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence. . . **Rwy 26,** climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence. . .
. . .continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8,** multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. **Rwy 26,** multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) 10210

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25:** Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25:** Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.

TAKE-OFF OBSTACLES: **Rwy 7:** Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14:** Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA, WA

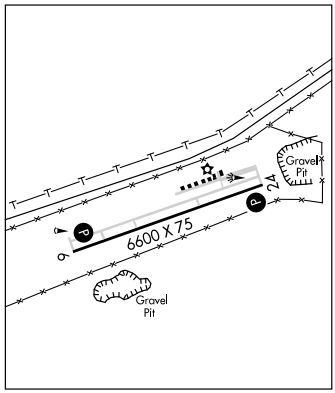
YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22,27,** 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4,** NA. **Rwys 9,22,27,** Use ZILLA DEPARTURE PROCEDURE.

26 AUG 2010 to 23 SEP 2010

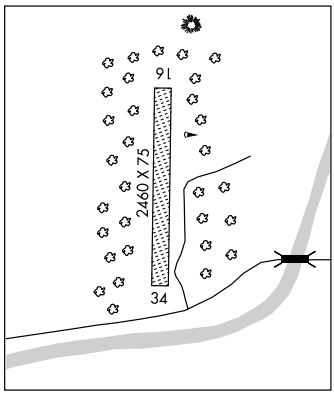
ARCO–BUTTE CO (AOC) 3 SW UTC−7(−6DT) N43°36.21′ W113°20.06′ — SALT LAKE CITY
5332 B S2 NOTAM FILE BOI — H–3D, L–11C
RWY 06–24: H6600X75 (ASPH) S–300 MIRL — IAP
RWY 06: REIL. PAPI (P2L)—GA 3.0° TCH 40′.
RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40′. P–line.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.
POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22′ W112°39.13′ 309° 53.2 NM to fld. 4433/17E.



ASHTON N44°33.75′ W111°26.68′ — SALT LAKE CITY
RCO 123.625 (BOISE RADIO) — L–13C

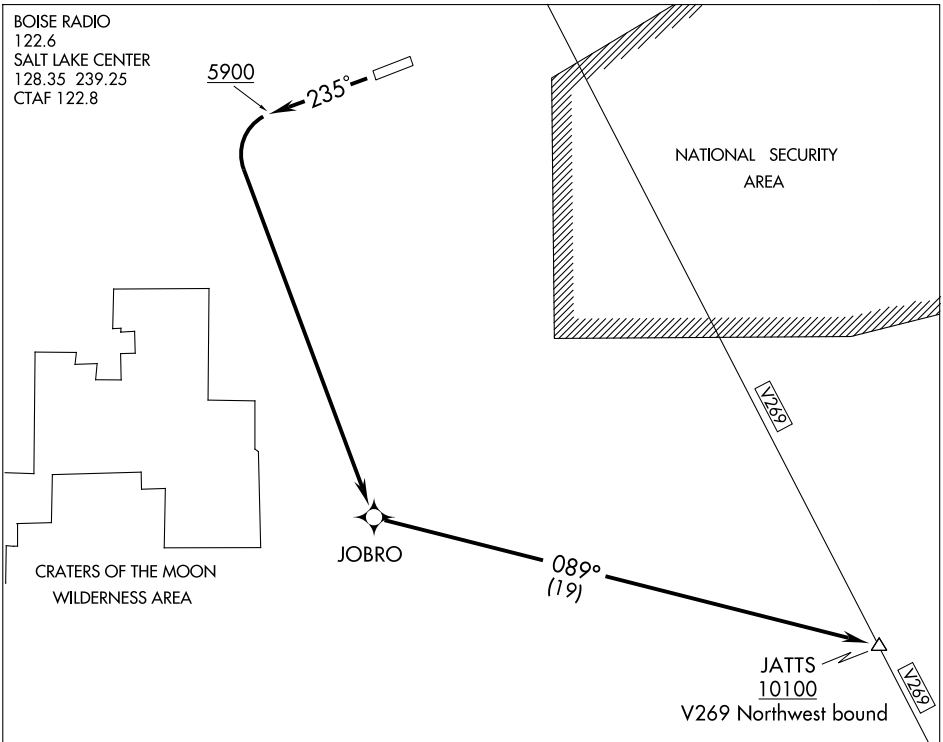
ATLANTA

ATLANTA (55H) 1 NW UTC−7(−6DT) N43°48.81′ W115°08.10′ — SALT LAKE CITY
5500 NOTAM FILE BOI
RWY 16–34: 2460X75 (TURF–DIRT)
RWY 16: Tree. **RWY 34:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. No winter maintenance. Recommended for use by mountain proficient pilots using high performance aircraft. Arpt is located in mountainous area; high timbered ridges limit maneuvering area. Land Rwy 34, depart Rwy 16. Approach up Boise River making right circling pattern over valley to check traffic at Greene arpt. Depart with right turnout down Boise River. Announce Intentions on 122.9. No go-around due to rising terrain and trees. Rwy 16–34 edges and Rwy 34 thld marked with white rocks. Rwy 16 thld not defined. Ground vehicle traffic has access to rwy. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9



GRAHAM USFS (U45) 11 NW UTC−7(−6DT) N43°57.31′ W115°16.36′ — SALT LAKE CITY
5726 NOTAM FILE BOI
RWY 18–36: 2900X50 (TURF–GRVL)
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Unattended. Big game animals on and in vicinity of arpt. No winter maintenance. Recommend ldg Rwy 36; tkf Rwy 18 when wind conditions allow. No line of sight between rwy ends. Rwy 18–36 lower one third of rwy soft and unusable during early spring. Rwy 18–36 thlds marked with rocks. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9

JATTS ONE DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 6: NA- Obstacles.

Rwy 24: Standard.

TAKE-OFF OBSTACLE NOTE

Rwy 24, numerous vehicles beginning 641' from DER, 629' right of centerline, 17' AGL/5355' MSL.

NOTE: GPS required.

NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24: Climb heading 235° to 5900 then climbing left turn direct JOBRO, then via 089° track to JATTS before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

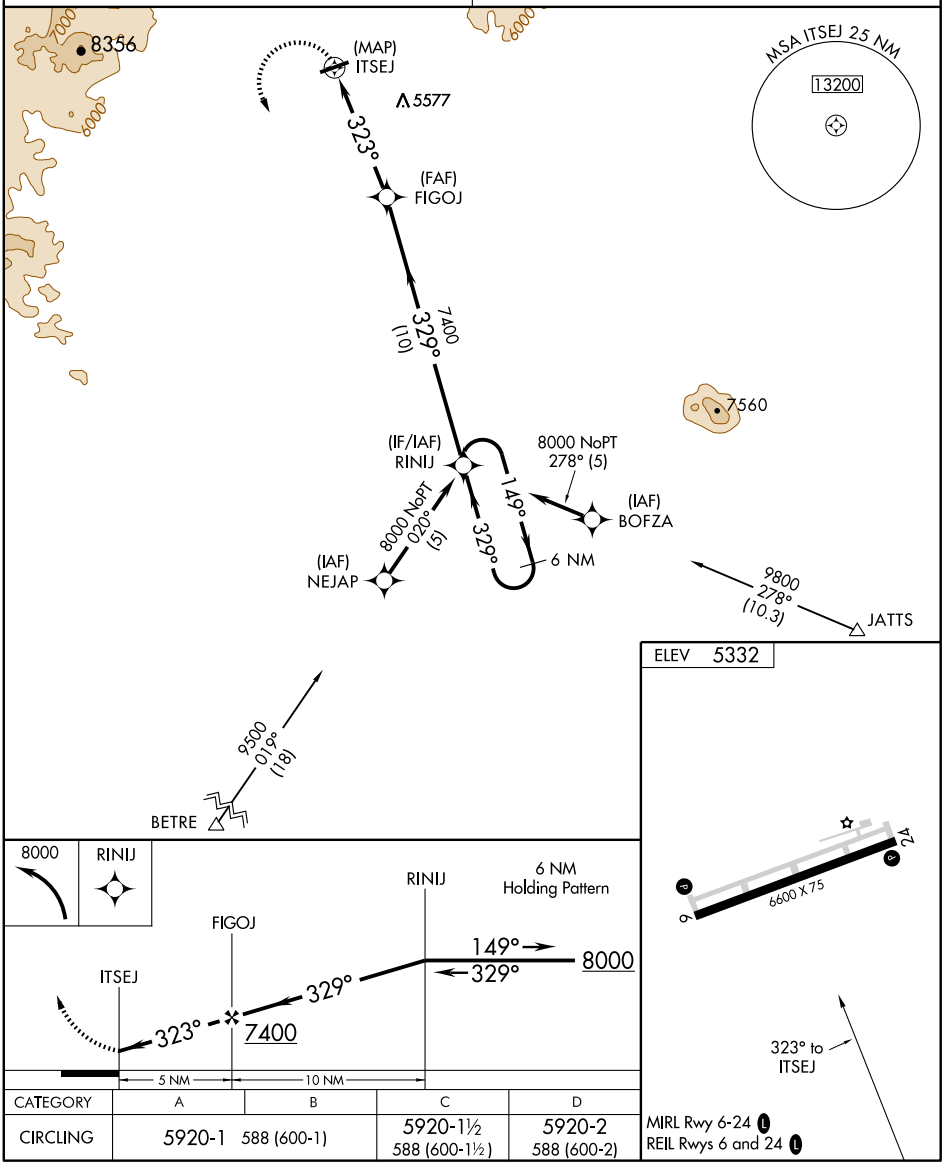
APP CRS	Rwy Idg	N/A
323°	TDZE	N/A
	Apt Elev	5332

RNAV (GPS)-A
ARCO-BUTTE COUNTY (AOC)

GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet.

MISSED APPROACH: Climbing left turn to 8000 direct RINIJ and hold.

SALT LAKE CENTER	UNICOM
128.35 239.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5920-1 588 (600-1)		5920-1½ 588 (600-1½)	5920-2 588 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

NW-1, 26 AUG 2010 to 23 SEP 2010

BIG CREEK (U6Ø) 0 NE UTC−7(−6DT) N45°07.99′ W115°19.31′ **GREAT FALLS**

5743 NOTAM FILE BOI

RWY 01–19: 3550X110 (TURF)

RWY 01: Road. **RWY 19:** Trees.

AIRPORT REMARKS: Unattended. Big game animals on and in vicinity of arpt. Open to ski equipped acft in winter; acft use sides of strip during ski operations. Recommend land to south, takeoff to north when conditions allow. No winter maintenance. Be alert for sprinklers on rwy. Rwy 01–19 edges and thlds marked with white rock. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

BIG CREEK RANGER STATION

CABIN CREEK USFS (IØ8) 17 E UTC−7(−6DT) N45°08.61′ W114°55.74′ **GREAT FALLS**

4289 NOTAM FILE BOI

RWY 02–20: 1750X40 (TURF–DIRT)

RWY 02: Tree. **RWY 20:** Hill.

AIRPORT REMARKS: Unattended. Big game animals and livestock on and invof rwy. Land Rwy 02, takeoff Rwy 20, go around not possible due to high terrain at end of Rwy 20. Rwy 02–20 15′ wide bare dirt strip down center of rwy. No telephone avbl at arpt. Rubber water bar strips on rwy.

COMMUNICATIONS: CTAF 122.9

BIG SOUTHERN BUTTE (See ATOMIC CITY)

BLACKFOOT

McCARLEY FLD (UØ2) 1 N UTC−7(−6DT) N43°12.56′ W112°20.98′ **SALT LAKE CITY**

4488 B S4 **FUEL** 100LL, JET A NOTAM FILE BOI **L–11C**

RWY 01–19: H4314X75 (ASPH) S–12.5 MIRL **IAP**

RWY 01: PAPI(P2L)—GA 3.0° TCH 40′. Fence.

RWY 19: PAPI(P2L)—GA 3.0° TCH 37′. Tree.

AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. Considerable air ground ops during growing season.

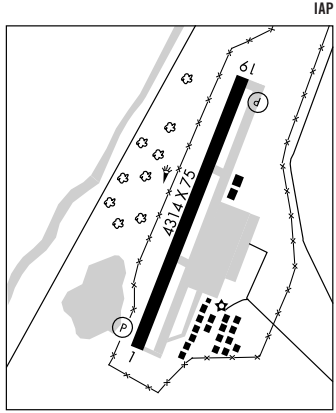
COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.

POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22′ W112°39.13′ 016° 24.3 NM to fld. 4433/17E.

IDAHO FALLS (H) VORW/DME 113.85 IDA Chan 85(Y) N43°31.14′ W112°03.84′ 199° 22.4 NM to fld. 4724/15E. NOTAM FILE IDA.

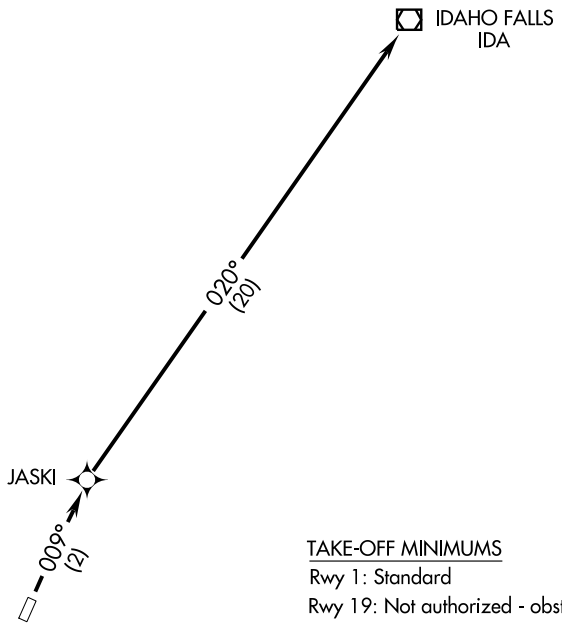


BLISS N42°54.99′ W114°47.05′. **SALT LAKE CITY**

RCO 122.4 (BOISE RADIO) **L–11C**

IDAHO FALLS ONE DEPARTURE (RNAV)

SALT LAKE CITY CENTER
128.35 239.25
UNICOM 122.8 (CTAF)



TAKE-OFF MINIMUMS
Rwy 1: Standard
Rwy 19: Not authorized - obstacles.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

NW-1, 26 AUG 2010 to 23 SEP 2010

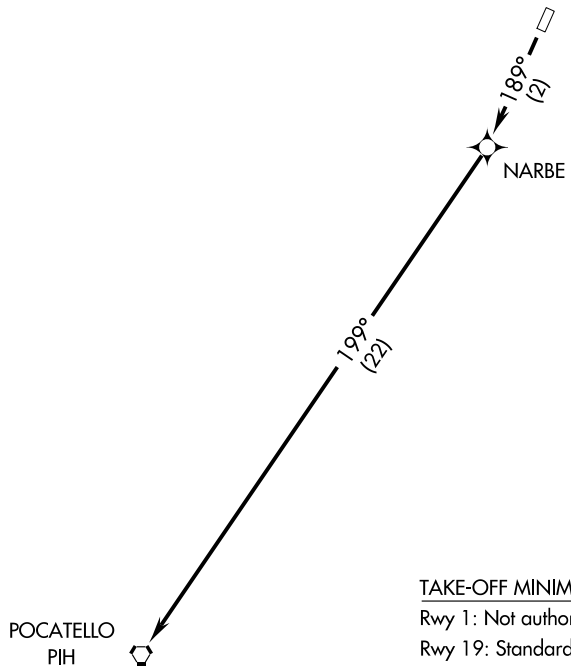
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb to 7000 (or higher assigned alttitude) via 009° course to JASKI WP and right turn via 020° course to IDA VOR/DME, then via (assigned route).

TAKE-OFF RUNWAY 19: Not authorized.

POCATELLO ONE DEPARTURE (RNAV)

SALT LAKE CITY CENTER
128.35 239.25
UNICOM 122.8 (CTAF)



TAKE-OFF MINIMUMS
Rwy 1: Not authorized - obstacles
Rwy 19: Standard

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Not authorized.

TAKE-OFF RUNWAY 19: Climb to 7000 (or higher assigned alttitude) via 189° course to NARBE WP and right turn via 199° course to PIH VORTAC, then via (assigned route).

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	N/A
189°	TDZE	N/A
	Apt Elev	4488

AL-9351 (FAA)

RNAV (GPS)-A

BLACKFOOT/MCCARLEY FIELD (U02)

Use Pocatello Rgnl altimeter setting, when not received use Idaho Falls Rgnl altimeter setting.
NA
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8500 direct NARBE and via 199° track to PIH VORTAC and hold.

SALT LAKE CITY CENTER	UNICOM
128.35 239.25	122.8 (CTAF)

Holding not required for arrivals at IDA VOR/DME via V21-365 southbound.

7 NM
015°
195°
(IAF)
IDAHO FALLS
IDA
6778
7000
210°
(11)
(IF)
AMXOJ
6200
189°
(6.2)
4667±
(FAF)
YILKO
MSA RW19 25 NM
10500
4683
RW19
4779
4740
NARBE
4789
199°
6399
MISSED APCH FIX
POCATELLO
PIH
7 NM
201°
021°
ELEV 4488
189° to RW19
6
1
4314 X 75
8500
NARBE
199° track
PIH
AMXOJ
7000
YILKO
189°
RW19
6200
3.05°
TCH 37
Procedure Turn NA
5.2 NM
6.2 NM

CATEGORY	A	B	C	D
CIRCLING	5340-1 852 (900-1)	5340-1¼ 852 (900-1¼)	5340-2½ 852 (900-2½)	5380-3 892 (900-3)

MIRL Rwy 1-19

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	N/A
009°	TDZE	N/A
	Apt Elev	4488

AL-9351 (FAA)

RNAV (GPS)-B

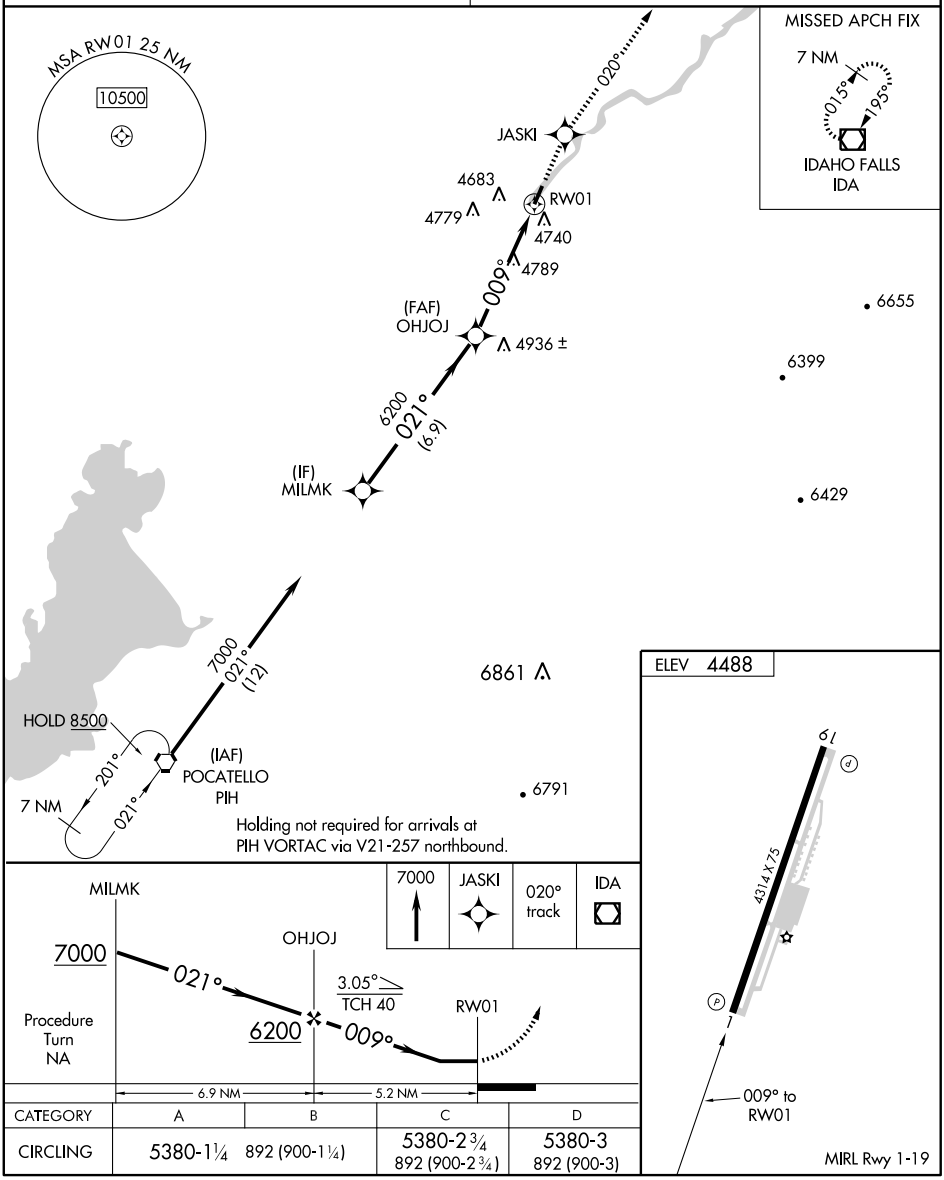
BLACKFOOT/MCCARLEY FIELD (UØ2)

T
NA Use Pocatello Rgnl altimeter setting, when not received use Idaho Falls Rgnl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7000 direct JASKI and via 020° track to IDA VOR/DME and hold.

SALT LAKE CITY CENTER	UNICOM
128.35 239.25	122.8 (CTAF)

NW-1, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
CIRCLING	5380-1¼ 892 (900-1¼)		5380-2¾ 892 (900-2¾)	5380-3 892 (900-3)

43° 13′ N - 112° 21′ W

VORTAC PIH	APP CRS	Rwy Idg	N/A
112.6	016°	TDZE	N/A
Chan 73		Apt Elev	4488

AL-9351 (FAA)

VOR/DME-C

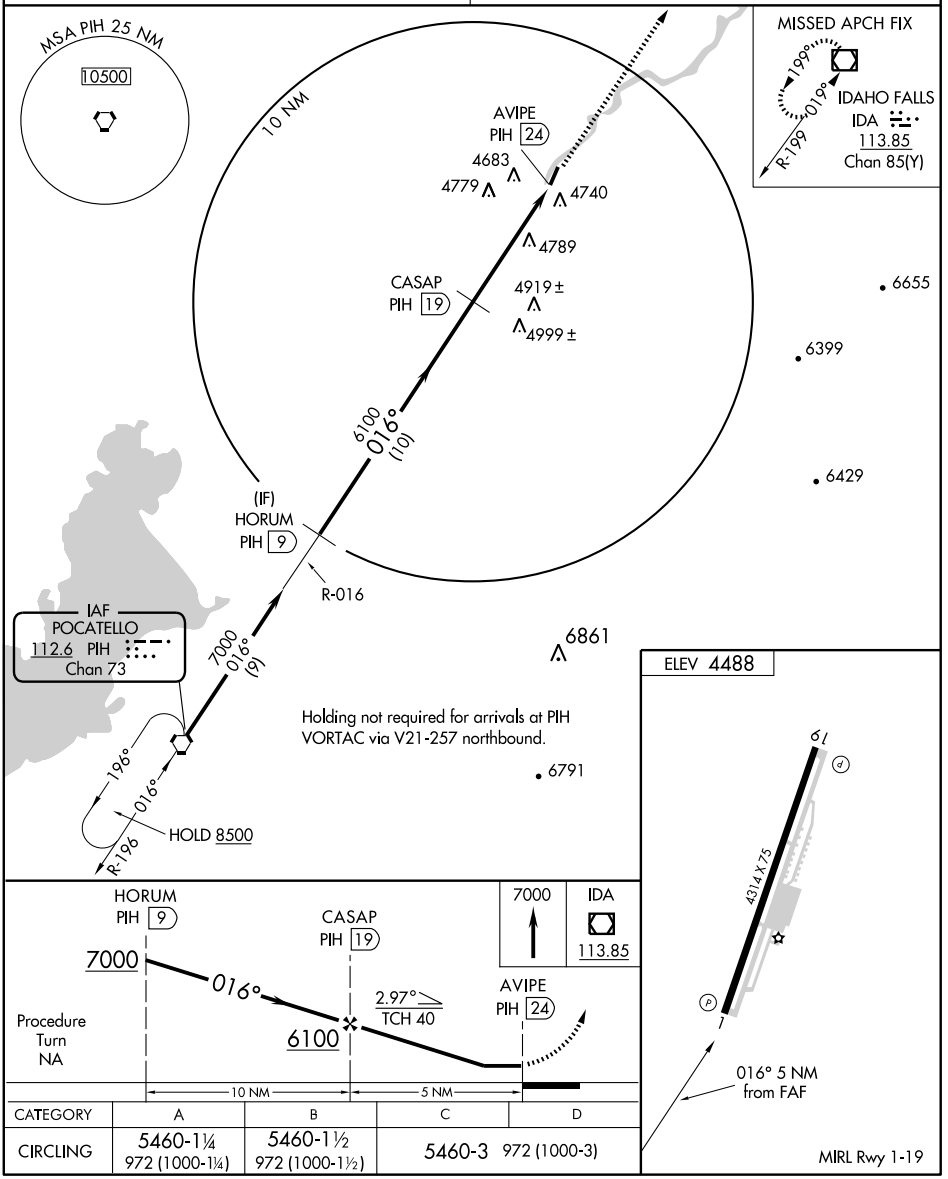
BLACKFOOT/MCCARLEY FIELD (UØ2)

T
A NA — Use Pocatello Rgnl altimeter setting, when not received use Idaho Falls Rgnl altimeter setting.

MISSED APPROACH: Climb to 7000 direct IDA VOR/DME and hold.

SALT LAKE CITY CENTER
128.35 239.25

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	5460-1¼ 972 (1000-1¼)	5460-1½ 972 (1000-1½)	5460-3 972 (1000-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

AL-57 (FAA)

BOISE, IDAHO

AIRPORT DIAGRAM

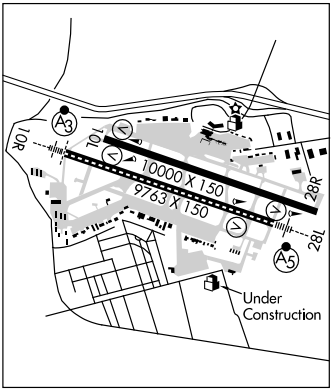
BOISE, IDAHO

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

NW-1, 26 AUG 2010 to 23 SEP 2010

BOISE AIR TERMINAL (GOWEN FLD) (BOI) 3 S UTC−7(−6DT) N43°33.86′ W116°13.37′ **SALT LAKE CITY**
2871 B S2 **FUEL** 100LL, JET A1 + OX 1, 3 AOE Class I, ARFF Index B **H–1C, 3C, L–11B**
NOTAM FILE BOI **IAP, AD**

RWY 10L–28R: H10000X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–446, 2D/2D2–947 HIRL
RWY 10L: REIL. VASI(V4L)—GA 3.0° TCH 53′. Antenna. 0.5% up.
RWY 28R: VASI(V4L)—GA 3.0° TCH 52′. Rgt tfc. 0.3% down.
RWY 10R–28L: H9763X150 (ASPH–PFC) S–100, D–210, 2S–175, 2D–430, 2D/2D2–994 HIRL CL
RWY 10R: SSALR. TDZL. VASI(V4L)—GA 3.0° TCH 55′. Rgt tfc. 0.5% up.
RWY 28L: MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 50′.

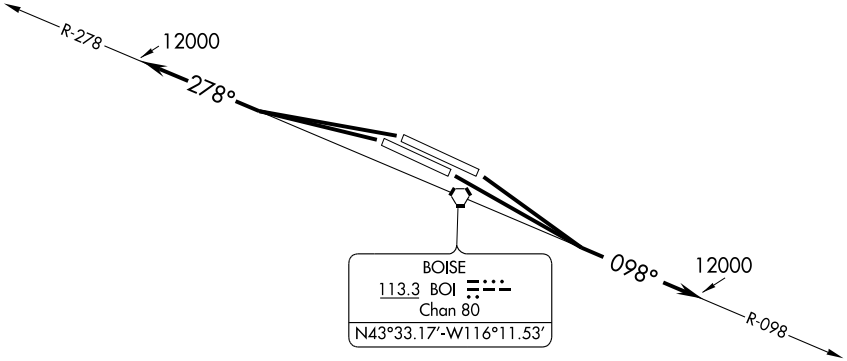


AIRPORT REMARKS: Attended continuously. Extensive copter operations surface to 3500′ within 1 NM E and W and 5 NM S of Rwy 10R–28L. Moderate migratory bird activity within 5 NM of the arpt Oct–Mar. Security requires PPR with fixed base operator due to locked gates and fencing between hours 0500–1400Z‡ for ingress/egress to arpt. Portions of Twy A and the northwest ramp not visible to twr. Do not use Twy Z for tkf roll on Rwy 10L. Rwy 28R midfield runway visual range avbl. Rwy 10R and Rwy 28L touchdown runway visual range avbl. Rwy 10R rollout runway visual range avbl. Flight Notification Service (ADCUS) available Mon–Fri 1500–0000Z‡, weekends if notified by Thur 0000Z‡.

WEATHER DATA SOURCES: ASOS (208) 388–4640
COMMUNICATIONS: D-ATIS 123.9 **UNICOM** 122.95
BOISE RCO 122.6 122.2 (BOISE RADIO)
Ⓡ **APP/DEP CON** 126.9 (North) 119.6 (South)
TOWER 118.1 119.0 **GND CON** 121.7 **CLNC DEL** 125.9
AIRSPACE: CLASS C svc ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
(H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 281° 1.5 NM to fld. 2876/17E.
VOR portion unusable:
001°–044° byd 22 NM blo 11,000′ 045°–071° byd 32 NM blo 12,500′
001°–044° byd 32 NM blo 14,500′ 072°–084° byd 32 NM blo 10,500′
DME portion unusable:
010°–060° byd 12 NM blo 13,000′ 348°–010° byd 20 NM blo 13,000′
010°–060° byd 27 NM blo 15,500′ 348°–010° byd 27 NM blo 15,500′
113°–155° byd 30 NM blo 7,000′
USTIK NDB (HW/LOM) 359 BO N43°35.81′ W116°18.91′ 099° 4.5 NM to fld.
ILS/DME 110.15 I–AAD Chan 38(Y) Rwy 28R. DME unusable byd 10 NM blo 6000′, byd 12 NM blo 5500′, byd 13 NM blo 6200′, byd 16 NM blo 6000′. GS unusable byd 6 NM blo 4700′. LOC unusable byd 10 NM blo 6000′, byd 12 NM blo 5500′, byd 13 NM blo 6200′, byd 16 NM blo 6000′, byd 20° right of course
ILS/DME 111.1 I–BOI Chan 48 Rwy 10R. Class IIE. LOM USTIK NDB. Localizer backcourse unusable byd 10° north and south side of course. Localizer backcourse unusable byd 10 NM blo 5900′ and byd 15.1 NM blo 6800′.

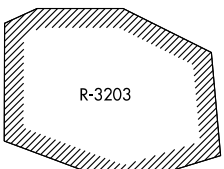
BOISE ONE DEPARTURE

ATIS
123.9 290.4
CLNC DEL
125.9 323.2
GND CON
121.7 348.6
BOISE TOWER
118.1 257.8
BOISE DEP CON
126.9 351.85 (279°-097°)
119.6 269.4 (098°-278°)



NOTE: Chart not to scale.

NOTE: RADAR Required



TAKE-OFF MINIMUMS
Rwy 28L/R: Standard.
Rwy 10L/R: Standard with minimum climb of 240' per NM to 9100. ATC climb of 420' per NM to 7000'.

TAKE-OFF OBSTACLE NOTES
Rwy 10L: DME antenna 5' from DER, 415' right of centerline, 21' AGL/2881' MSL.
Light on building 271' from DER, 567' left of centerline, 29' AGL/2889' MSL.
Equipment on road 462' from DER, 444' left of centerline, 17' AGL/2887' MSL.
Rwy 28R: Anemometer 452' from DER, 306' left of centerline, 11' AGL/2842' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10L/R: Climb to 12000' via BOI VORTAC R-098, Thence . . .

TAKE-OFF RUNWAY 28L/R: Climb to 12000' via BOI VORTAC R-278, Thence . . .

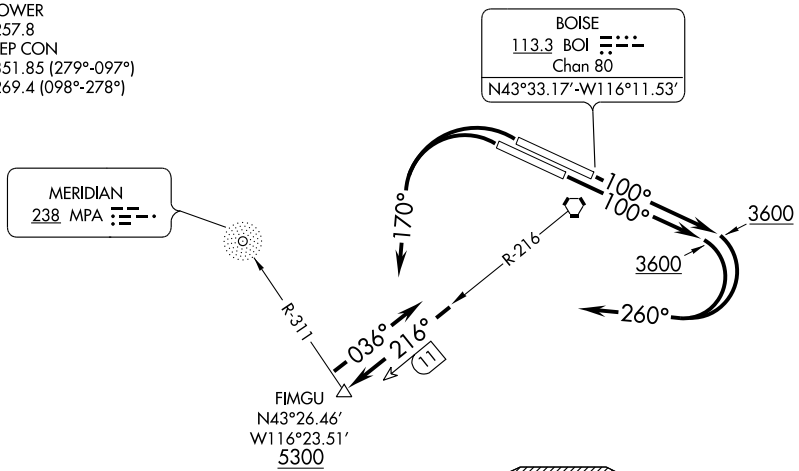
. . . Expect RADAR vectors to assigned route, expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Boise Departure Control at 10000' or assigned altitude, if lower, continue climb to assigned altitude and thence via assigned route.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

GOWEN ONE DEPARTURE (OBSTACLE)

ATIS
123.9 290.4
CLNC DEL
125.9 323.2
GND CON
121.7 348.6
BOISE TOWER
118.1 257.8
BOISE DEP CON
126.9 351.85 (279°-097°)
119.6 269.4 (098°-278°)



NOTE: Chart not to scale.

NOTE: ADF or DME Required

TAKE-OFF MINIMUMS
Rwy 28L/R: Standard.
Rwy 10L: Standard with minimum climb of 208' per NM to 4300 or 5500-3 for climb in visual conditions.
Rwy 10R: Standard with minimum climb of 205' per NM to 4300 or 5500-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES
Rwy 10L: DME antenna 5' from DER, 415' right of centerline, 21' AGL/2881' MSL.
Light on building 271' from DER, 567' left of centerline, 29' AGL/2889' MSL.
Equipment on road 462' from DER, 444' left of centerline, 17' AGL/2887' MSL.
Rwy 28R: Anemometer 452' from DER, 306' left of centerline, 11' AGL/2842' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10L/R: Climb heading 100° to 3600 then climbing right turn heading 260° to intercept and climb via BOI VORTAC R-216 outbound to cross FIMGU INT/BOI 11 DME fix at or above 5300 then via BOI R-216 to cross BOI VORTAC at or above MEA/MCA for assigned route of flight or climb in visual conditions to cross Boise Air Terminal/Gowen Field Airport at or above MEA/MCA before proceeding on assigned route of flight.

TAKE-OFF RUNWAY 28L/R: Climbing left turn heading 170° to intercept and climb via BOI VORTAC R-216 outbound to cross FIMGU INT/BOI 11 DME fix at or above 5300 then via BOI R-216 to cross BOI VORTAC at or above MEA/MCA for assigned route of flight.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-BOI	APCH CRS	Rwy ldg	TDZE	Arpt Elev
111.1	100°	9763	2836	2871

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

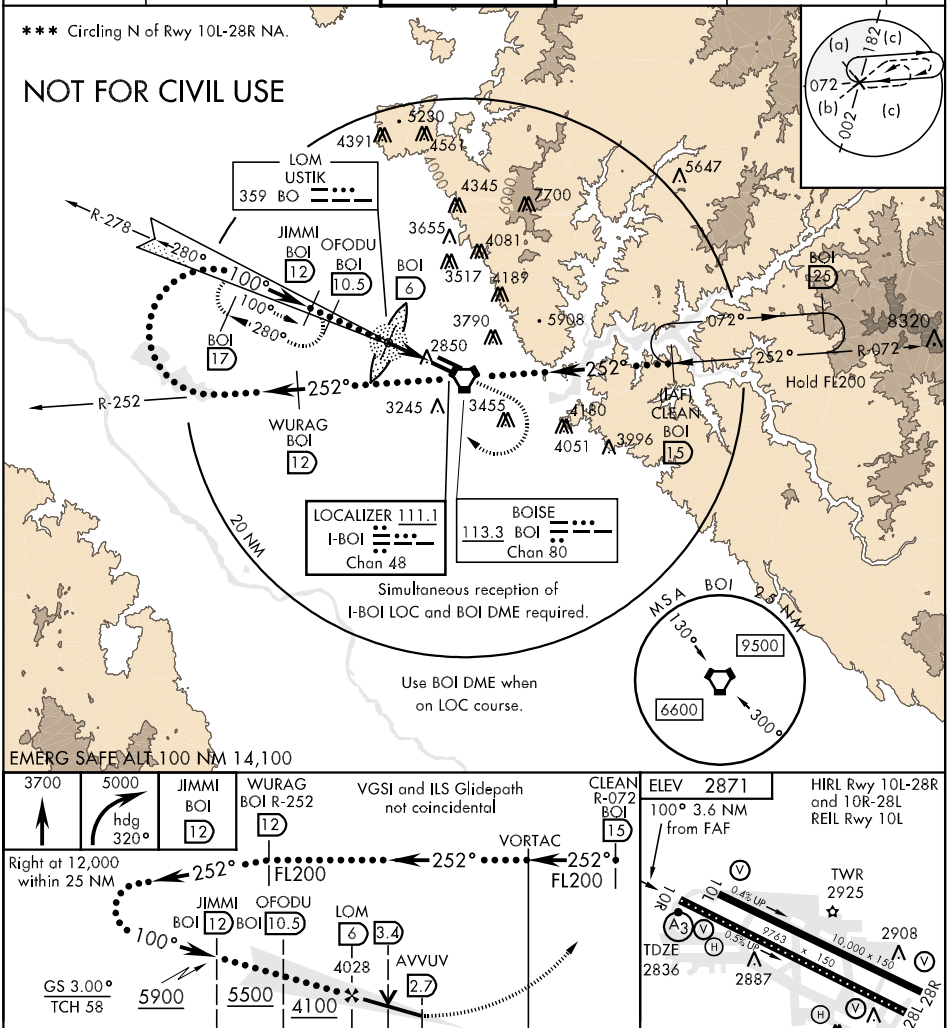
SSALR (A3)

MISSED APPROACH: Climb to 3700 then climbing right turn to 5000 via heading 320° to intercept BOI VORTAC R-278 then direct JIMMI INT and hold.

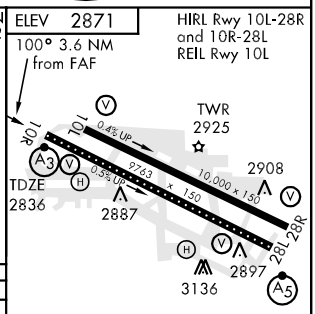
ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL	ASOS
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2	

*** Circling N of Rwy 10L-28R NA.

NOT FOR CIVIL USE



EMERG SAFE ALT 100 NM 14,100



TDZ/CL Rwy 10R-28L

CATEGORY	C	D	E
S-ILS 10R *	3036/24 200 (200-½)		
S-LOC 10R **	3160/24 324 (400-½)	3160/40 324 (400-¾)	
CIRCLING ***	3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3820-3 949 (1000-3)

FAF to MAP 3.3 NM

Knots	120	140	160	180	200
Min:Sec	1:39	1:25	1:14	1:06	0:59

HI-VOR/DME or TACAN RWY 10R

VORTAC BOI 113.3 Chan 80	APCH CRS 098°	Rwy ldg 9763 TDZE 2836 Arpt Elev 2871

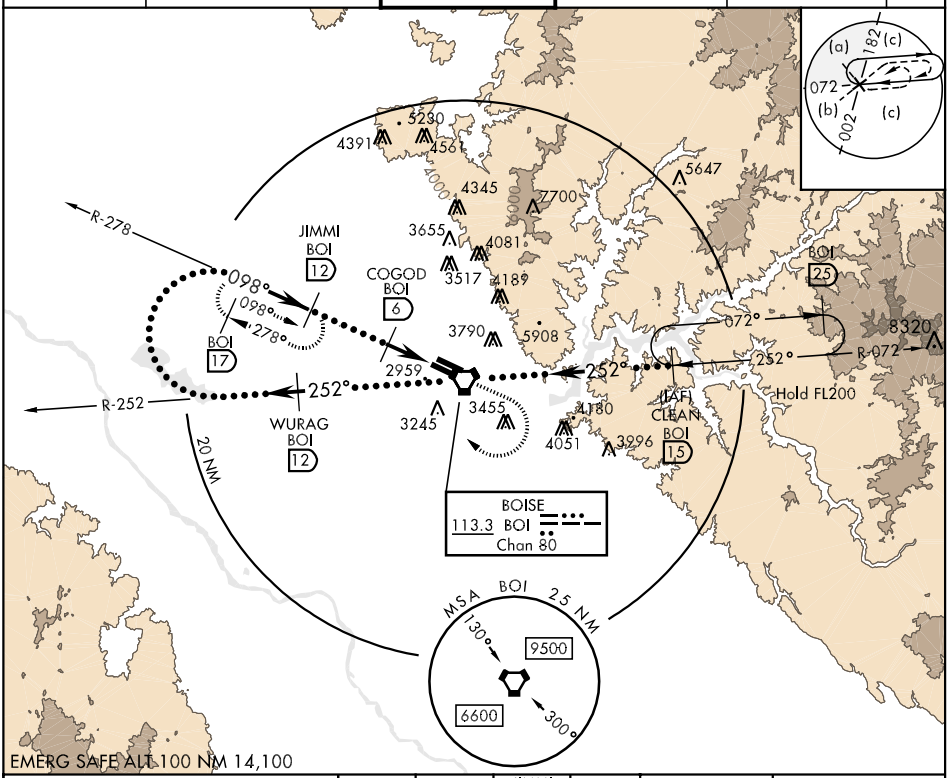
JAL-57 [USAF] BOISE AIR TERMINAL (GOWEN FLD) (KBOI)

▼ * When ALS inop, increase CAT DE RVR to 60 and vis to 1¼ miles.
** Circling N of Rwy 10L-28R NA.

SSALR A3

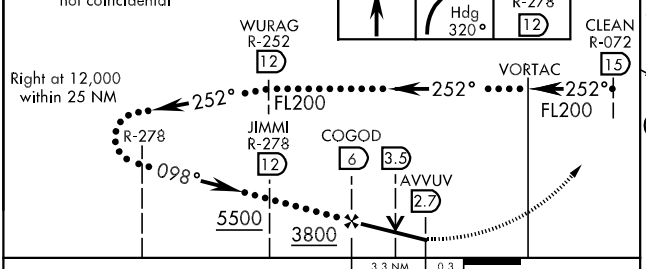
MISSED APPROACH: Climb to 3700 then climbing right turn to 5000 via heading 320° to intercept BOI VORTAC R-278 then direct JIMMI/12 DME and hold

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL	ASOS
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2	



VGSI and descent angles not coincidental

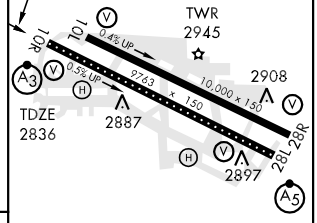
3700	5000	JIMMI BOI R-278 12
	Hdg 320°	



ELEV 2871

098° to VORTAC

HIRL Rwy 10L-28R and 10R-28L
REIL Rwy 10L



CATEGORY	C	D	E
S-10R *	3220/24 384 (400-½)	3220/50 384 (400-1)	
CIRCLING **	3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3860-3 989 (1000-3)

TDZ/CL Rwy 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HI-VOR/DME or TACAN RWY 28L

JAL-57 [USAF]

BOISE AIR TERMINAL (GOWEN FLD) (KBOI)

VORTAC BOI 113.3 Chan 80	APCH CRS 278°	Rwy ldg 28L 9763 28R 10,000 TDZE 28L 2858 28R 2871 Arpt Elev 2871

* When ALS inop, increase vis to 1½ miles.
** Circling N of Rwy 10L-28R NA.

MALSR

MISSED APPROACH: Climb to 4500 via BOI VORTAC R-278 to JIMMI and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL	ASOS
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2	

NOT FOR CIVIL USE

IAF BOISE 113.3 BOI Chan 80

JIMMI BOI 12 · BOI 17 · BOI 25 · (IAF) LALLY BOI 15 · UNTIJ BOI 8 · REWAY BOI 6 · ZIBOR BOI 16 · EMAPE BOI 10 · LECLU BOI 5 · ARYOT BOI 22

R-278 · R-252 · R-098 · R-124 · 072° · 098° · 124° · 252° · 278° · 20 NM

MSA BOI 25 NM 130° 9500 6600 300°

EMERG SAFE ALT 100 NM 14,100

LALLY R-252 15 · VORTAC · LECLU R-124 5 · Left at 15,000 within 25 NM · 4500 BOI R-278 · JIMMI BOI 12

072° FL200 · 124° FL200 · 124° · 278° · YODVU 2.4 · REWAY 6 · UNTIJ 8 · EMAPE 10 · ZIBOR 16 · ARYOT R-098 22

3.16° TCH 50 · 0.8 · 6 NM

3980 · 5200 · 5800 · 6300 · 7500 · 10,000

ELEV 2871 · HIRL Rwy 10L-28R and 10R-28L · REIL Rwy 10L

TWR 2945 · TDZE 2871 · 2908 · 2887 · 2897 · 3136 · TDZE 2858 · 278° from VORTAC · 0.4% up · 0.5% up · 9763 x 150 · 10,000 x 150 · 10L 10R 28L 28R

TDZ/CL Rwy 10R-28L

CATEGORY	C	D	E
S-28L *	3380/50 522 (600-1)	3380/60 522	(600-1¼)
SIDESTEP RWY 28R	3380-1¾ 509 (600-1¾)	3380-2¼ 600	(600-2¼)
CIRCLING **	3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3820-3 989 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BOI	APP CRS	Rwy Idg 10R	9763	Rwy Idg 10L	10000
111.1	100°	TDZE	2836	TDZE	2844
Chan 48		Apt Elev	2871	Apt Elev	2871

ILS or LOC RWY 10R

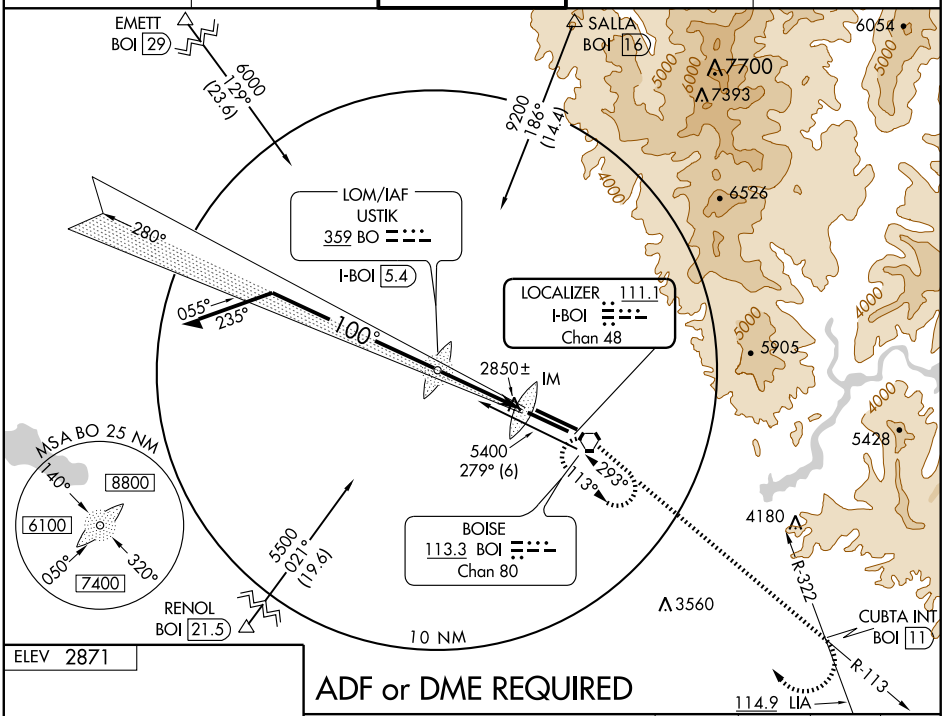
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

Circling NA north of Rwy 10L-28R.
Visibility reduction by helicopters NA for sidestep.

SSALR

MISSED APPROACH: Climb to 6000 via BOI VORTAC R-113 to CUBTA INT/BOI 11 DME, and continue climbing right turn to 6000 direct BOI VORTAC and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

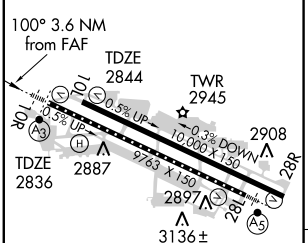


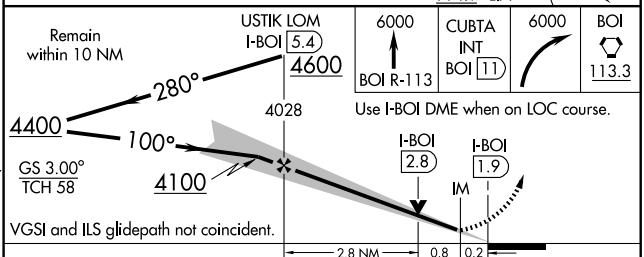
NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

ELEV 2871

ADF or DME REQUIRED





REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-ILS 10R	3036/18 200 (200-½)			
S-LOC 10R	3200/24 364 (400-½)			3200/40 364 (400-¾)
SIDESTEP RWY 10L	3200-1 356 (400-1)		3200-1½ 356 (400-1½)	3200-2 356 (400-2)
CIRCLING	3440-1 569 (600-1)	3440-1 569 (600-1)	3440-1½ 569 (600-1½)	3440-2 569 (600-2)

LOC/DME I-BOI	APP CRS	Rwy Idg	9763
111.1	100°	TDZE	2836
Chan 48		Apt Elev	2871

ILS RWY 10R (CAT II)

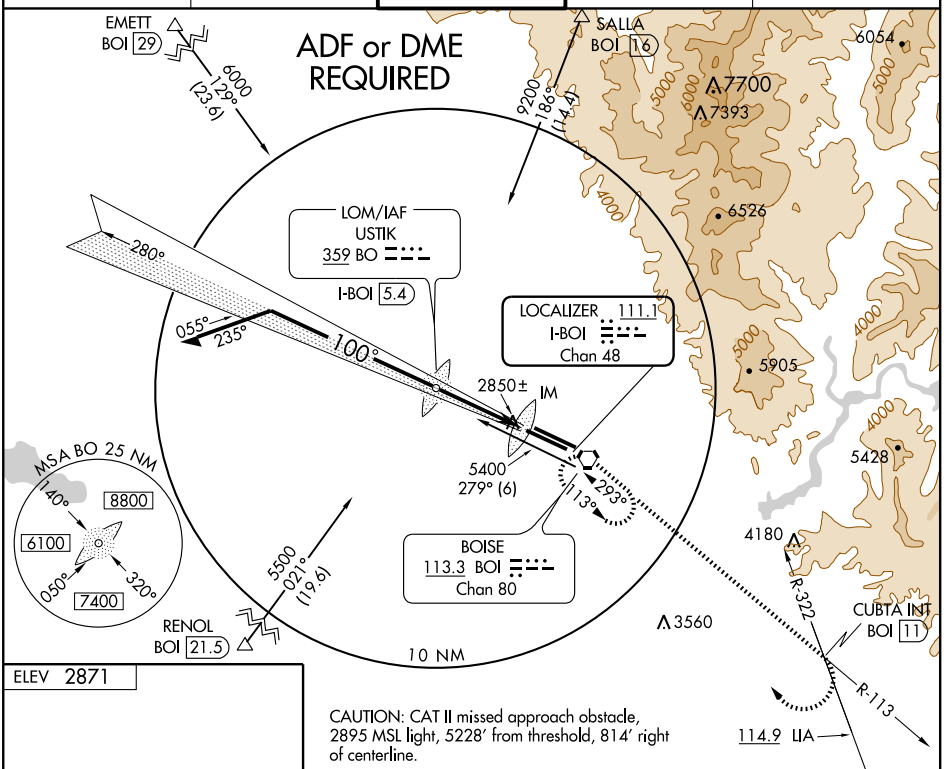
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

Circling NA north of Rwy 10L-28R.
Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

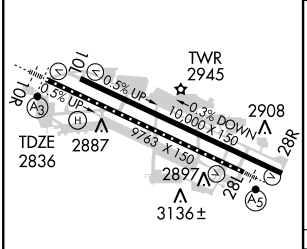
SSALR

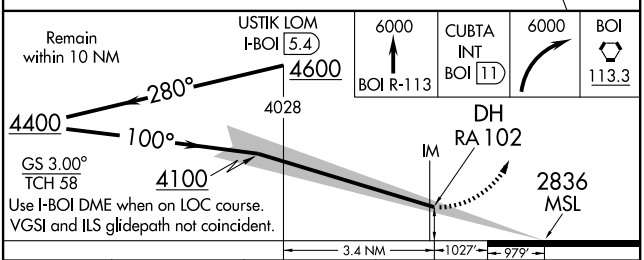
MISSED APPROACH: Climb to 6000 via BOI VORTAC R-113 to CUBTA INT/BOI 11 DME, and continue climbing right turn to 6000 direct BOI VORTAC and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2



CAUTION: CAT II missed approach obstacle, 2895 MSL light, 5228' from threshold, 814' right of centerline.





CATEGORY	A	B	C	D
S-ILS 10R	RA 102/12 100 DA 2936			

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BOI	APP CRS	Rwy Idg	9763
111.1	280°	TDZE	2858
Chan 48		Apt Elev	2871

LOC BC RWY 28L

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

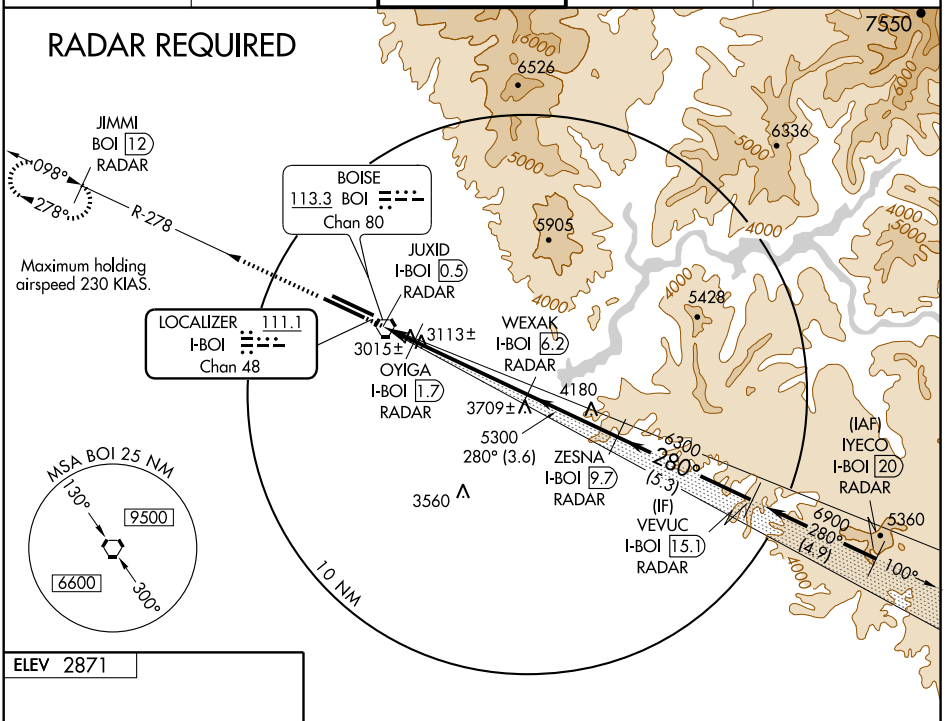
For inoperative MALSR, increase S-28L Cat. E visibility to 1½. Circling NA north of Rwy 10L-28R. DME or RADAR required.

MALSR

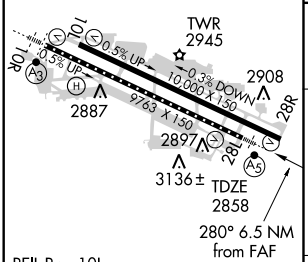
MISSED APPROACH: Climb to 4500 via BOI VORTAC R-278 to JIMMI/12 DME/RADAR and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

RADAR REQUIRED

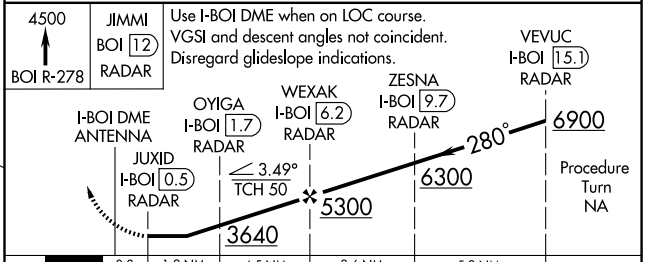


BACK COURSE



REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-28L	3300/24 442 (500-½)		3300/40 442 (500-¾)	3300/50 442 (500-1)	
CIRCLING	3440-1 569 (600-1)		3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3860-3 989 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

BO NDB 359	APP CRS 102°	Rwy Idg 9763 TDZE 2836 Apt Elev 2871

NDB RWY 10R

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

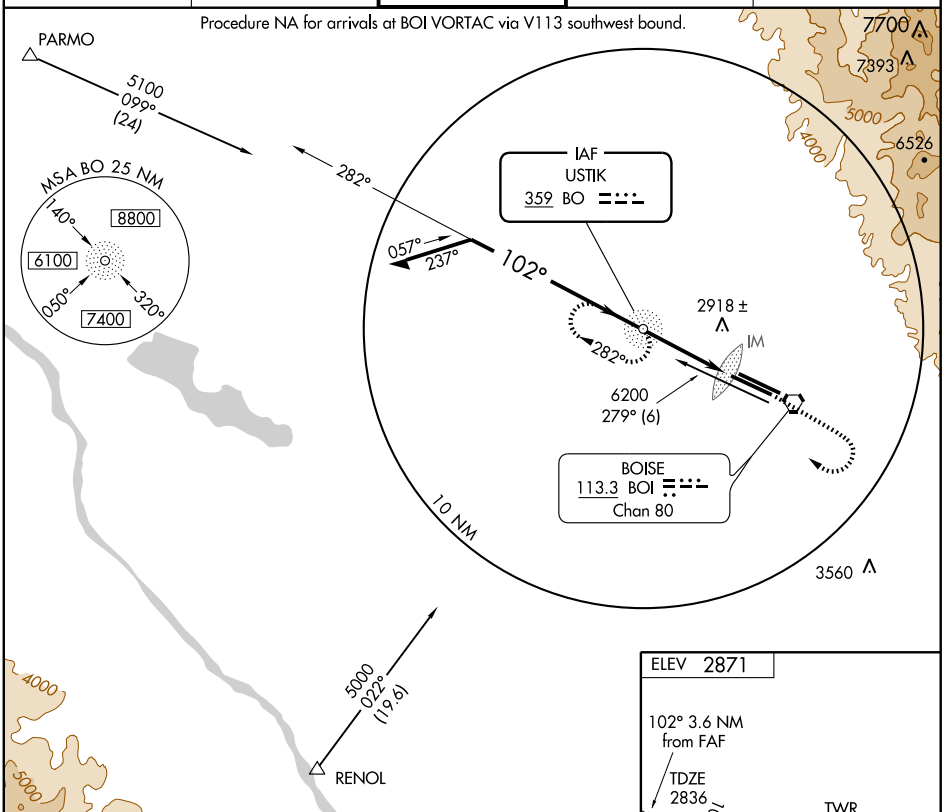
For inoperative MALSR, increase S-10R Cat C visibility to RVR 5000.
Circling NA north of Rwy 10L-28R.

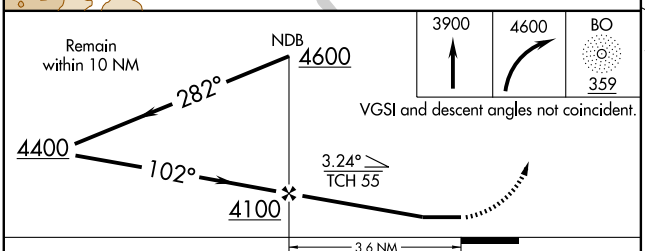
SSALR

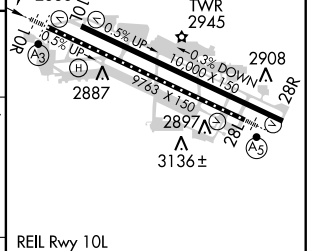
MISSED APPROACH: Climb to 3900 then climbing right turn to 4600 direct BO NDB and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

Procedure NA for arrivals at BOI VORTAC via V113 southwest bound.







CATEGORY	A	B	C	D
S-10R	3220/40 384 (400-¾)			3220/50 384 (400-1)
CIRCLING	3300-1 429 (500-1)	3340-1 469 (500-1)	3340-1½ 469 (500-1½)	3440-2 569 (600-2)

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 10000
CH 78102	100°	TDZE 2844
W10A		Apt Elev 2871

RNAV (GPS) Y RWY 10L

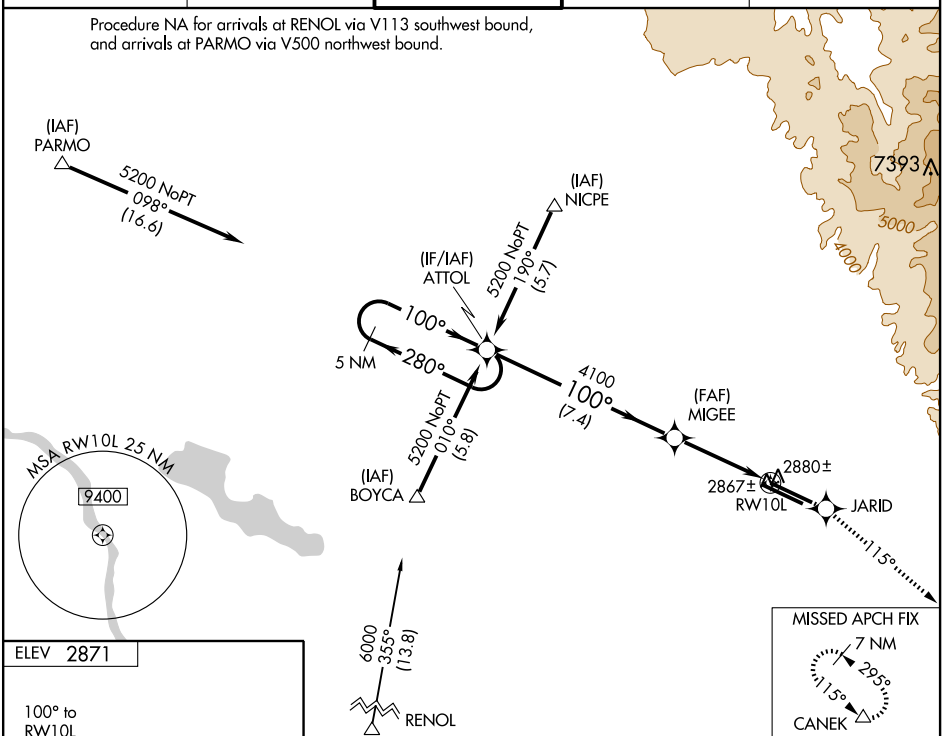
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

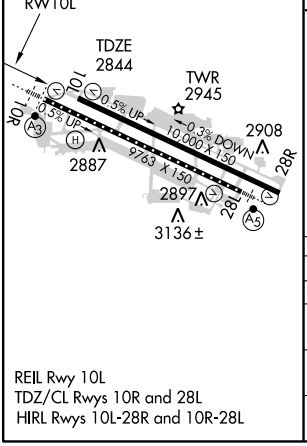
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (108°F).
Circling NA north of Rwys 10L and 28R. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

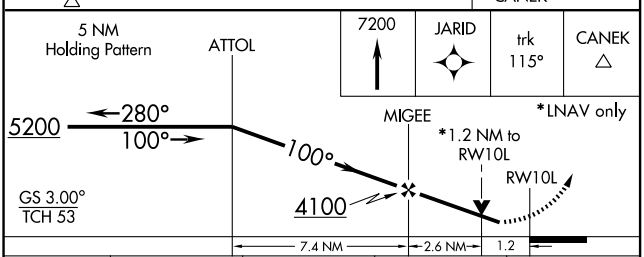
MISSED APPROACH: Climb to 7200 direct JARID and via track 115° to CANEK and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

Procedure NA for arrivals at RENOL via V113 southwest bound, and arrivals at PARMO via V500 northwest bound.







CATEGORY	A	B	C	D
LPV DA	3094-1 250 (300-1)			
LNAV/VNAV DA	3173-1¼ 329 (400-1¼)			
LNAV MDA	3280-1 436 (500-1)		3280-1¼ 436 (500-1¼)	3280-1½ 436 (500-1½)
CIRCLING	3440-1 569 (600-1)		3440-1½ 569 (600-1½)	3440-2 569 (600-2)

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9763
CH 40203	100°	TDZE	2836
W10B		Apt Elev	2871

RNAV (GPS) Y RWY 10R

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

For inoperative SSALR, increase LNAV Cat. D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (107°F).
Circling NA north of Rwys 10L and 28R.
DME/DME RNP- 0.3 NA.

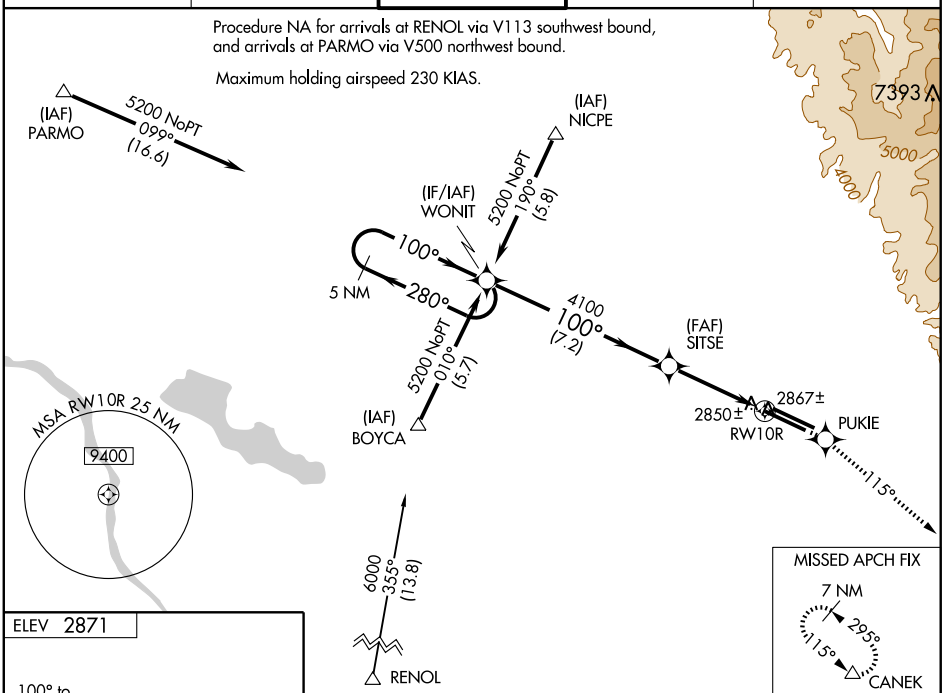
SSALR

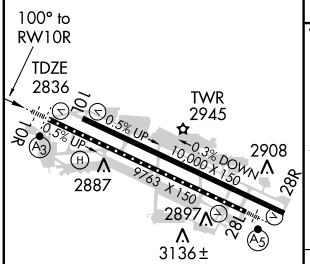
MISSED APPROACH: Climb to 7200 direct PUKIE and via track 115° to CANEK and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

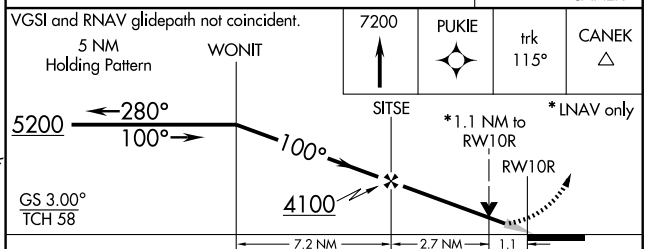
Procedure NA for arrivals at RENOL via V113 southwest bound, and arrivals at PARMO via V500 northwest bound.

Maximum holding airspeed 230 KIAS.





REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L



CATEGORY	A	B	C	D	E
LPV DA	3086/24 250 (300-½)				
LNAV/VNAV DA	3189/40 353 (400-¾)				
LNAV MDA	3240/24 404 (400-½)		3240/40 404 (400-¾)	3240/50 404 (400-1)	
CIRCLING	3440-1 569 (600-1)		3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3860-3 989 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9763
CH 77702	280°	TDZE	2858
W28A		Apt Elev	2871

RNAV (GPS) Y RWY 28L

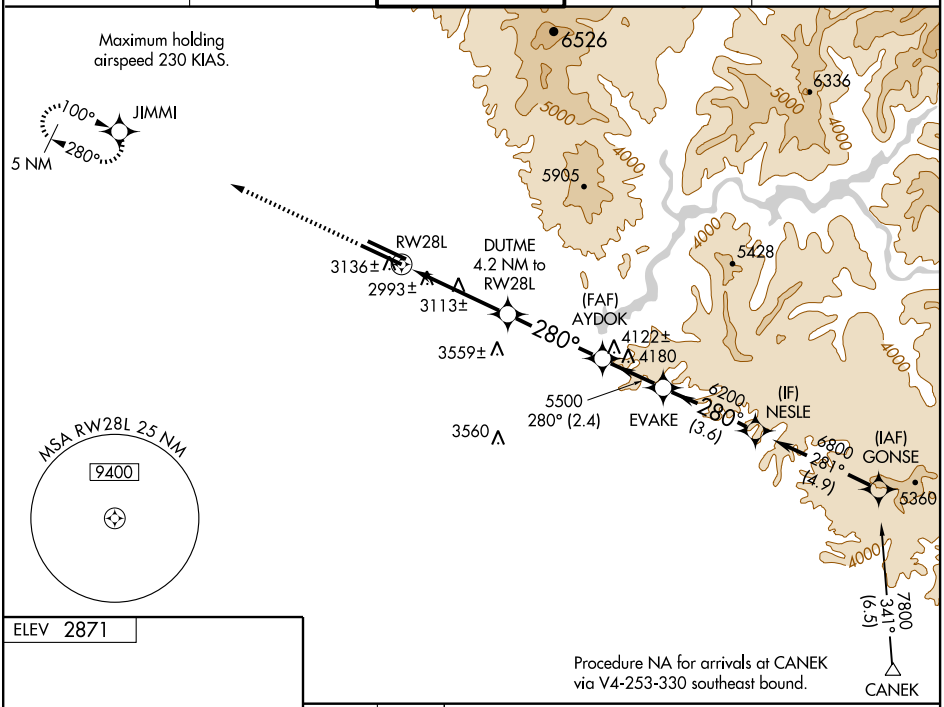
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

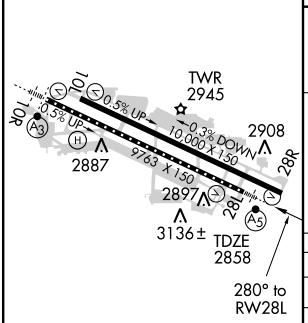
Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E to 1½, and LNAV Cat E to 2¼.

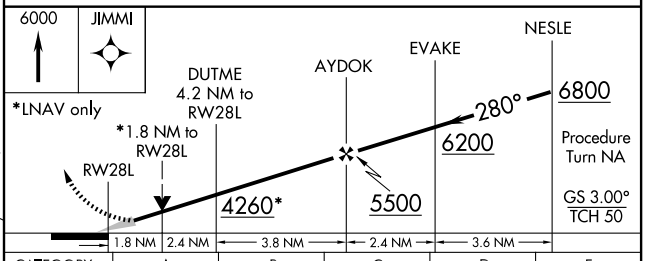
MALSR

MISSED APPROACH: Climb to 6000 direct JIMMI and hold, continue climb-in-hold to 6000.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2







CATEGORY	A	B	C	D	E
LPV DA	3183/24 325 (400-½)				
LNAV/VNAV DA	3274/50 416 (500-1)				
LNAV MDA	3480/24 622 (700-½)		3480/60 622 (700-1¼)	3480-1½ 622 (700-1½)	3480-1¾ 622 (700-1¾)
CIRCLING	3480-1 609 (700-1)		3480-1¾ 609 (700-1¾)	3480-2 609 (700-2)	3860-3 989 (1000-3)

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	10000
CH 65803	280°	TDZE	2871
W28B		Apt Elev	2871

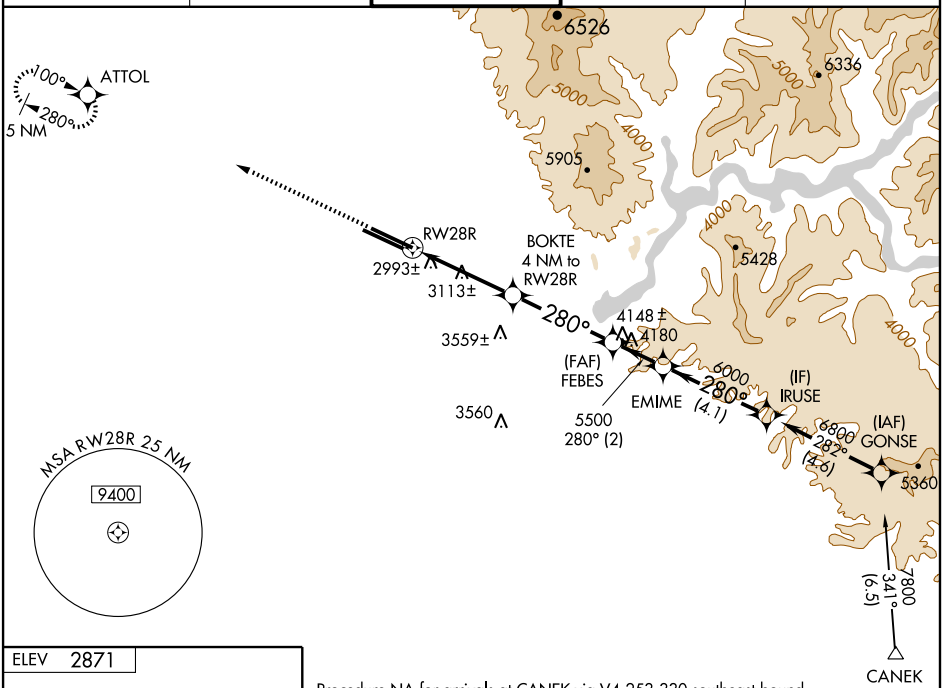
RNAV (GPS) Y RWY 28R

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Circling NA north of Rwy 10L-28R.

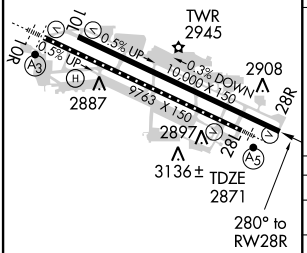
MISSED APPROACH: Climb to 6000 direct ATTOL and hold, continue climb-in-hold to 6000.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

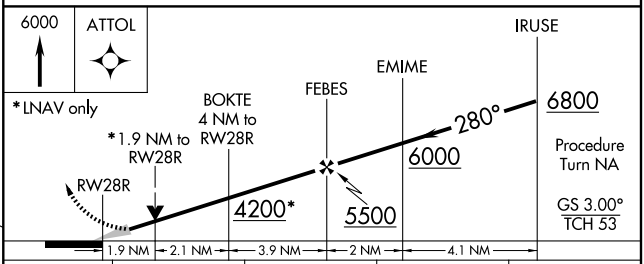


Procedure NA for arrivals at CANEK via V4-253-330 southeast bound.

ELEV 2871



REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L



CATEGORY	A	B	C	D
LPV DA	3147/50 276 (300-1)			
LNAV/VNAV DA	3271-1½ 400 (400-1½)			
LNAV MDA	3520/50 649 (700-1)		3520-1¾ 649 (700-1¾)	3520-2 649 (700-2)
CIRCLING	3520-1 649 (700-1)		3520-1¾ 649 (700-1¾)	3520-2 649 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	10000
100°	TDZE	2844
	Apt Elev	2871

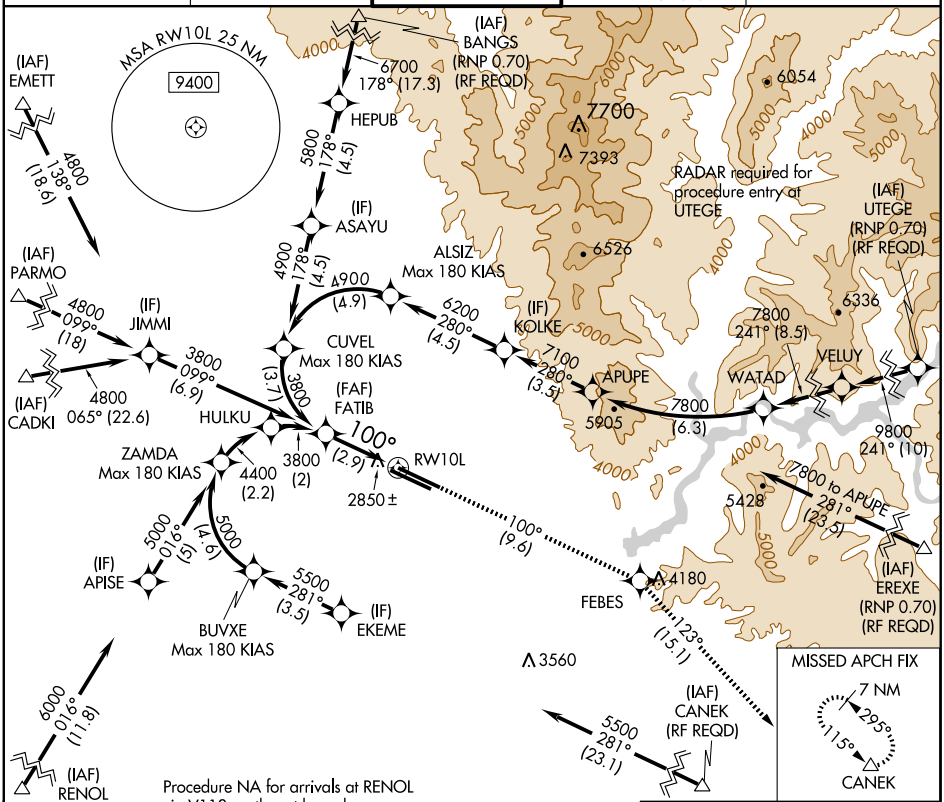
RNAV (RNP) Z RWY 10L

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

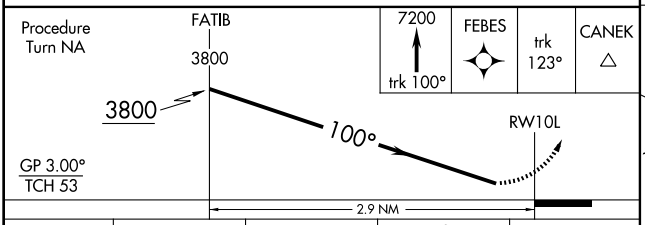
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 41°C (107°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 7200 via track 100° to FEBES and via track 123° to CANEK and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

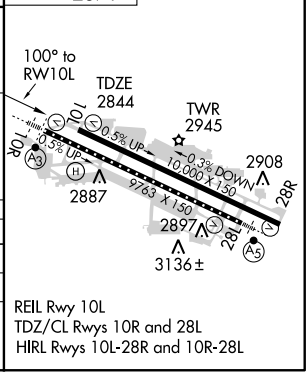


ELEV 2871



CATEGORY	A	B	C	D
RNP 0.18 DA	3145-1 301 (300-1)			
RNP 0.30 DA	3175-1¼ 331 (400-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9763
100°	TDZE	2836
	Apt Elev	2871

RNAV (RNP) Z RWY 10R

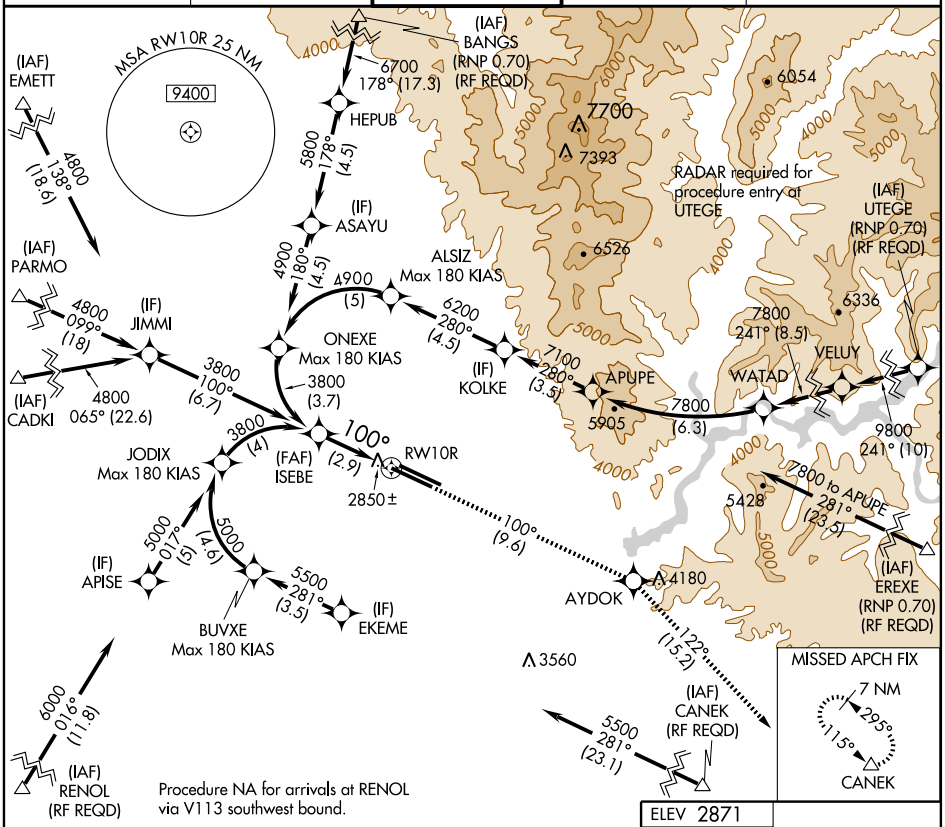
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 42°C (107°F). For inoperative SSALR increase RNP 0.15 and RNP 0.30 visibility all Cats to RVR 5000.

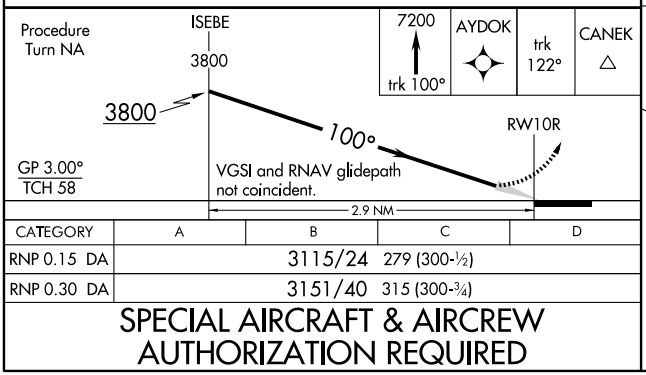
SSALR

MISSED APPROACH: Climb to 7200 via track 100° to AYDOK and via track 122° to CANEK and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

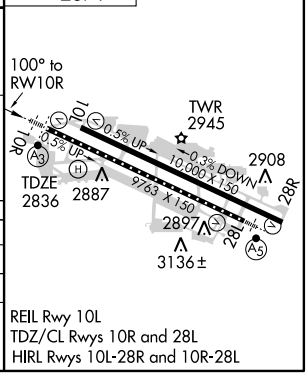


ELEV 2871



CATEGORY	A	B	C	D
RNP 0.15 DA	3115/24 279 (300-½)			
RNP 0.30 DA	3151/40 315 (300-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9763
280°	TDZE	2858
	Apt Elev	2871

RNAV (RNP) Z RWY 28L

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 42°C (107°F). For inoperative MALSR increase RNP 0.15 and RNP 0.25 visibility to RVR 6000, and RNP 0.30 to 1½.

MALSR

MISSED APPROACH: Climb to 6000 via track 280° to JIMMI and hold, continue climb-in-hold to 6000.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

MISSED APCH FIX

100° 280° JIMMI 5 NM

(IAF) EMETT (RNP 0.30) (RF REQD)

(IF) JAGHE

(IAF) BANGS (RNP 0.30) (RF REQD)

(IF) IBECO

LODZI

QWIST Max 180 KIAS

CEPAV to HOBSI

IDOCY

ICUJY Max 180 KIAS

JADWI

UNCOY

ZIZAZ

JUBEN

MUFPI

(IF) OFTER

ROKTY

NEWKU

(IAF) EREXE (RNP 0.50)

(IAF) UTEGE (RNP 0.50) (RF REQD)

ZABEV

TAYFI

RADAR required for procedure entry at UTEGE.

(IAF) PARMO (RNP 0.30) (RF REQD)

RW28L

(FAF) HOBSI

(IF) HUBAS

ZOVAM

CIPSA Max 180 KIAS

(IAF) CADKI (RNP 0.30) (RF REQD)

ELUMY Max 180 KIAS

SAKVY

(IF) DIKAC

(IAF) RENOL (RNP 0.30) (RF REQD)

Procedure NA for arrivals at RENOL via V113 southwest bound.

MSA RW28L 25 NM 9400

6800 to OFTER 314° (10.5)

(IAF) CANEK (RNP 0.50)

ELEV 2871

TWR 2945

0.5% UP

0.3% DOWN

10,000 X 150

9763 X 150

2908

2887

2897

3136±

TDZE 2858

280° to RW28L

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

6000 JIMMI trk 280°

HOBSI 3900

Procedure Turn NA

RW28L 280° 3900

GP 3.00° TCH 50

3.1 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	3228/40	370 (400-¾)		
RNP 0.25 DA	3250/50	392 (400-1)		
RNP 0.30 DA	3315/60	457 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	10000
280°	TDZE	2871
	Apt Elev	2871

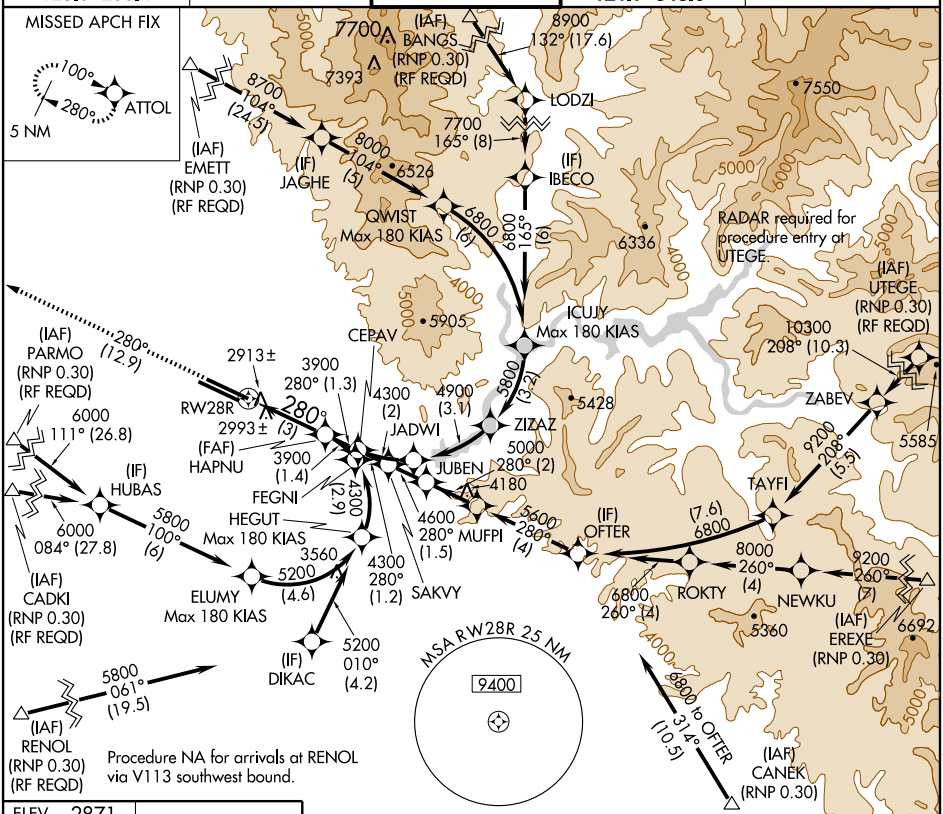
RNAV (RNP) Z RWY 28R

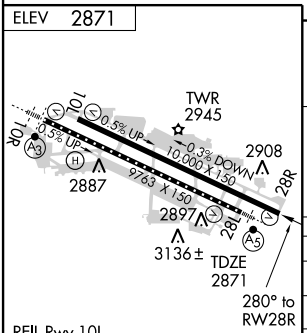
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

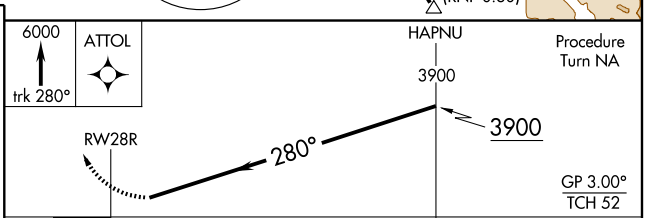
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 42°C (107°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6000 via track 280° to ATTOL and hold, continue climb-in-hold to 6000.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2







CATEGORY	A	B	C	D
RNP 0.15 DA	3204/60 333 (400-1¼)			
RNP 0.30 DA	3304-1½ 433 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC BOI 113.3 Chan 80	APP CRS 101°	Rwy Idg 10000 TDZE 2844 Apt Elev 2871

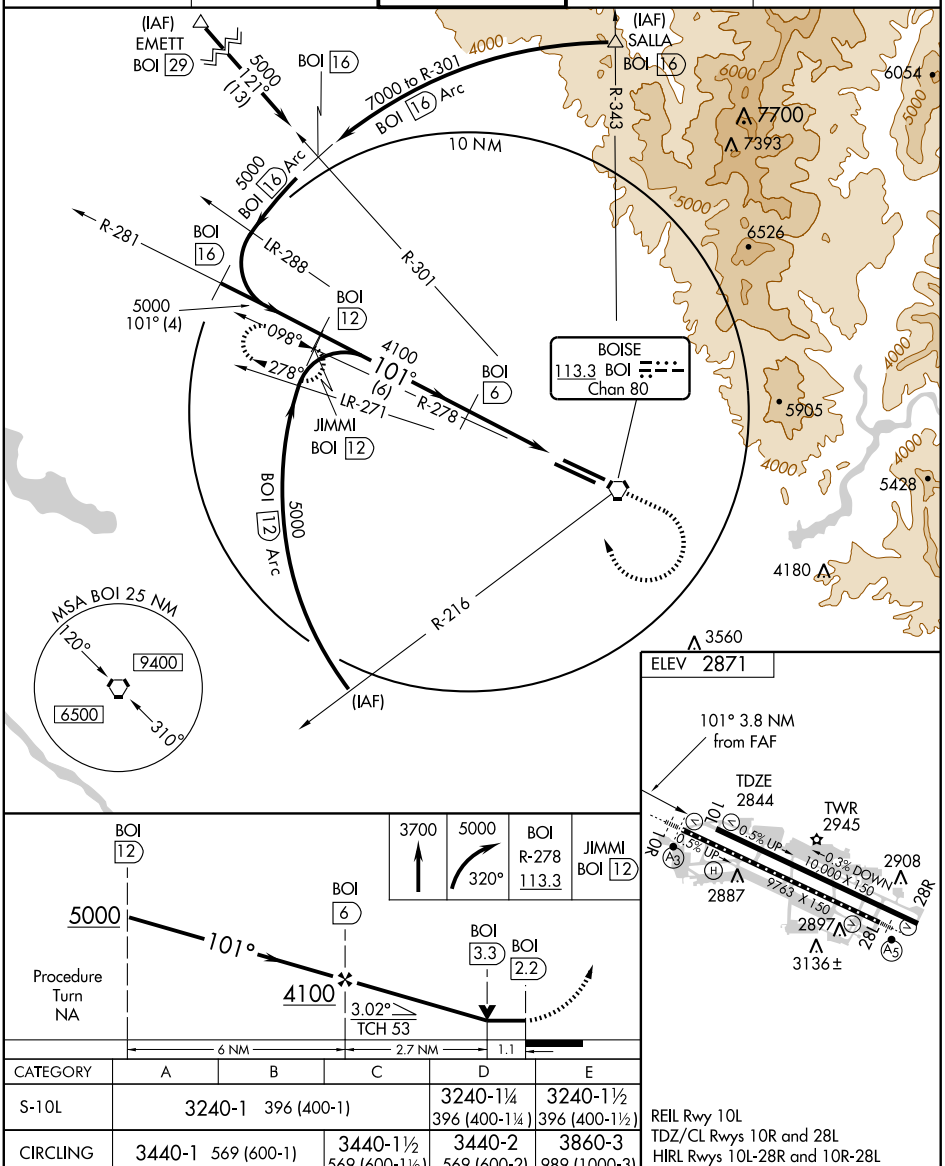
VOR/DME or TACAN RWY 10L

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

T A Circling not authorized north of Rwy 10L-28R.

MISSED APPROACH: Climb to 3700 then climbing right turn to 5000 via heading 320° and BOI R-278 to JIMMI INT and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2



CATEGORY	A	B	C	D	E
S-10L	3240-1 396 (400-1)			3240-1¼ 396 (400-1¼)	3240-1½ 396 (400-1½)
CIRCLING	3440-1 569 (600-1)		3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3860-3 989 (1000-3)

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME or TACAN RWY 28L

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

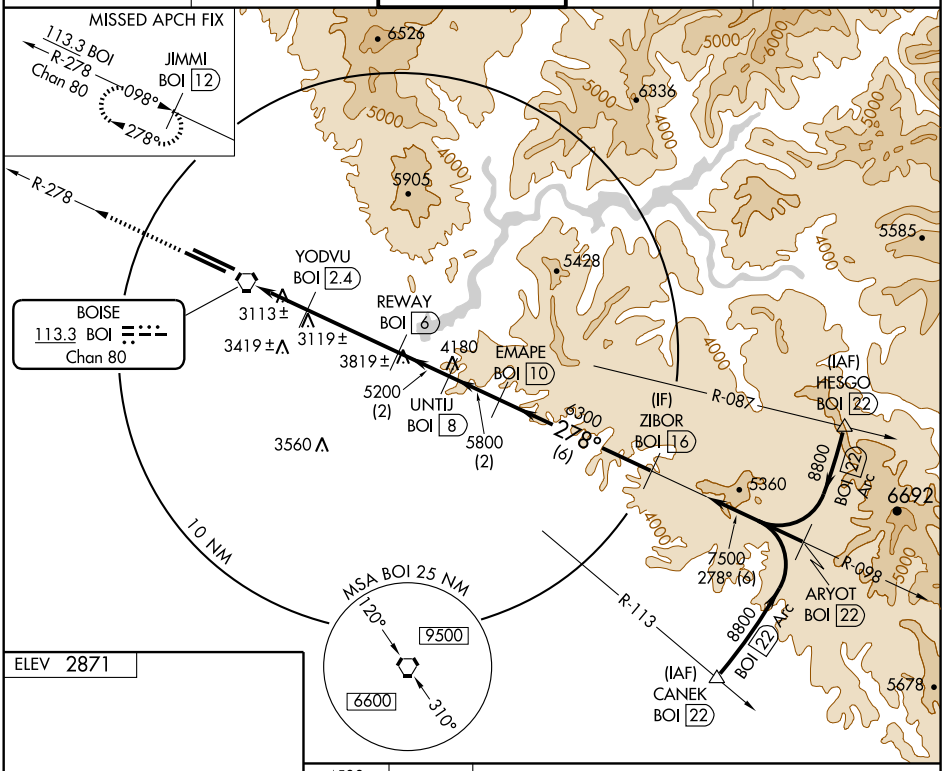
VORTAC BOI 113.3 Chan 80	APP CRS 278°	Rwy Idg 28L 9763 TDZE 2858 Apt Elev 2871	Rwy Idg 28R 10000 TDZE 2871 Apt Elev 2871

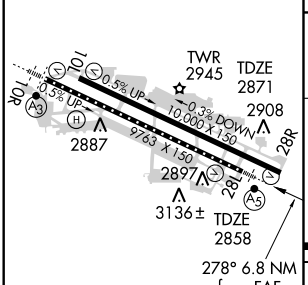
Circling NA north of Rwy 10L-28R.
For inoperative MALSR increase S-28L Cat E visibility ½ mile.

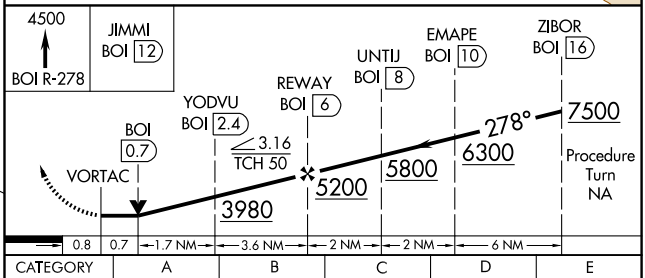
MALSR Rwy 28L (A5)

MISSED APPROACH: Climb to 4500 via BOI VORTAC R-278 to JIMMI/12 DME and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2







CATEGORY	A	B	C	D	E
S-28L	3380/24	522 (600-½)	3380/50 522 (600-1)	3380/60	522 (600-1¼)
SIDESTEP RWY 28R	3380/60	509 (600-1¼)	3380-1¾ 509 (600-1¾)	3380-2¼	509 (600-2¼)
CIRCLING	3440-1	569 (600-1)	3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3820-3 949 (1000-3)

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC BOI 113.3 Chan 80	APP CRS 098°	Rwy Idg 9763 TDZE 2833 Apt Elev 2868

VOR/DME RWY 10R

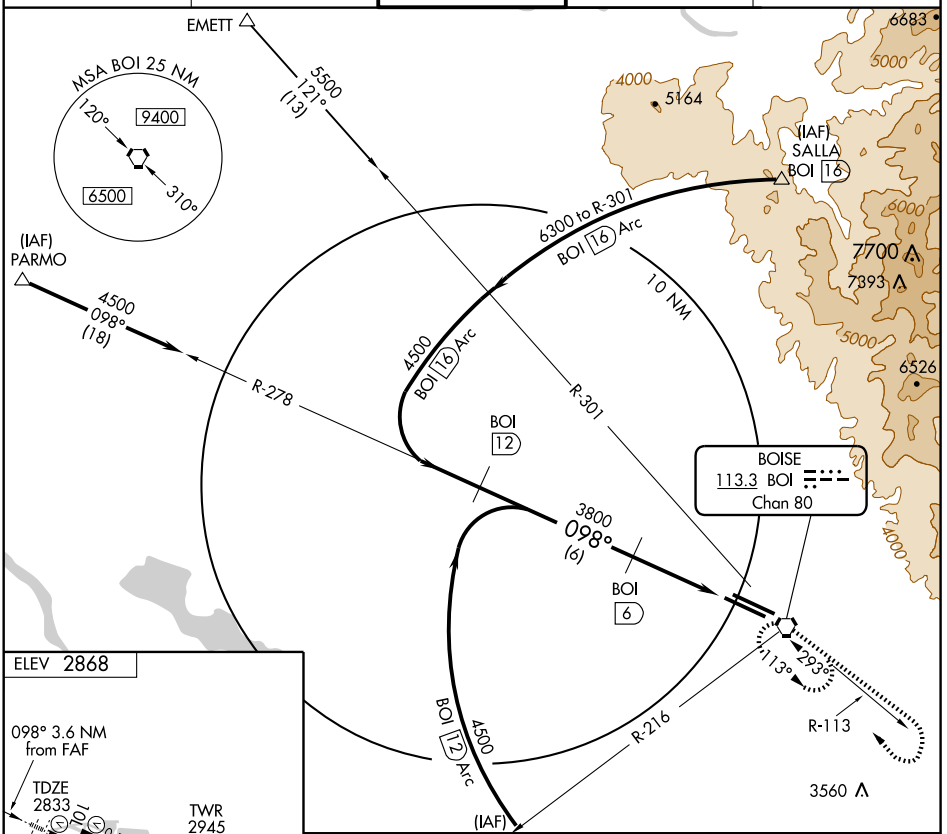
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

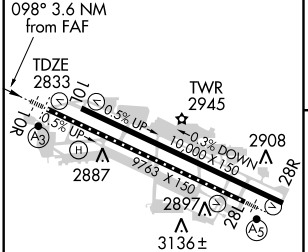
Inoperative table does not apply to Cat D. Circling not authorized north of Rwy 10L-28R.

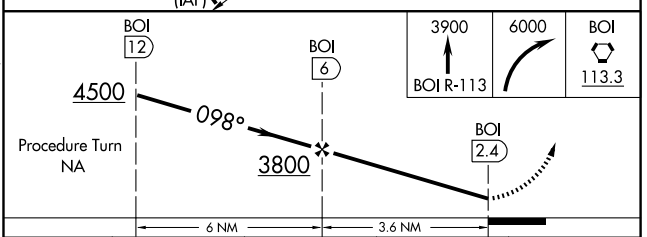
SSALR

MISSED APPROACH: Climb to 3900 via BOI R-113 within 6 NM, then climbing right turn to 6000 direct BOI VORTAC and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2







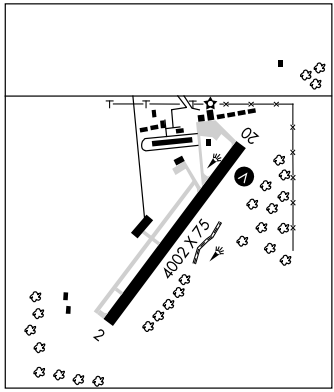
CATEGORY	A	B	C	D
S-10R	3160/24 327 (300-½)			3160/50 327 (300-1)
CIRCLING	3300-1 432 (500-1)	3320-1 452 (500-1)	3320-1½ 452 (500-1½)	3420-2 552 (600-2)

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

BONNERS FERRY

BOUNDARY CO (65S) 2 NE UTC−8(−7DT) N48°43.56′ W116°17.71′ **GREAT FALLS**
2337 B S3 **FUEL** 100LL, JET A NOTAM FILE BOI **L–13B**
RWY 02–20: H4002X75 (ASPH) S–25 MIRL **IAP**
RWY 20: VASI(V2L)—GA 4.0° TCH 31′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1600–0100Z‡, Sun 1600–2100Z‡. ACTIVATE MIRL Rwy 02–20, VASI Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
SEATTLE CENTER APP/DEP CON 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 47°27.42′ W115°38.76′ 321° 80.5 NM to fld. 6100/20E. **HIWAS.**

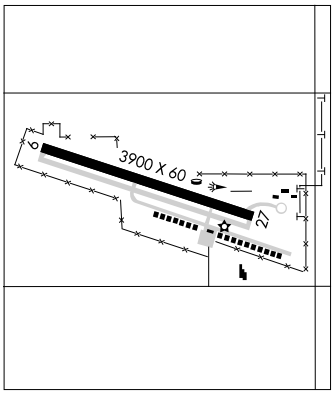


BOUNDARY CO (See BONNERS FERRY)

BROOKS SPB (See COEUR D'ALENE)

BRUCE MEADOWS (See STANLEY)

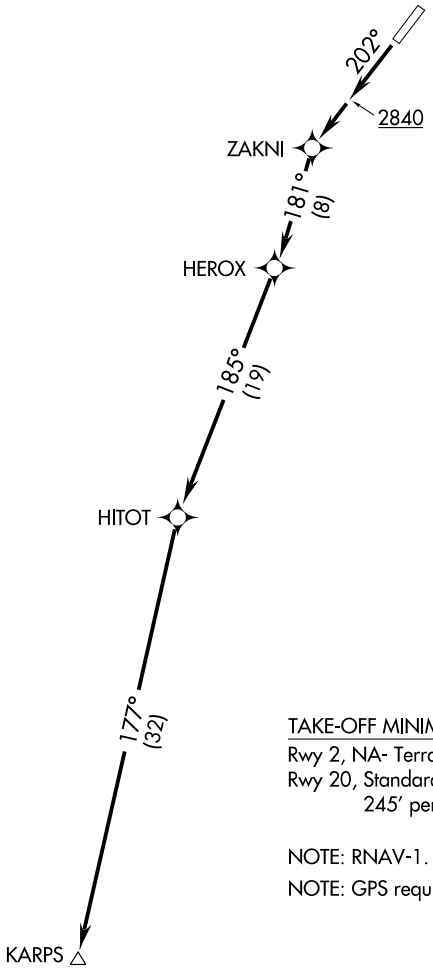
BUHL MUNI (UØ3) 2 W UTC−7(−6DT) N42°35.49′ W114°47.80′ **SALT LAKE CITY**
3660 B S4 **FUEL** 100LL, MOGAS NOTAM FILE BOI **L–11C**
RWY 09–27: H3900X60 (ASPH) S–12.5 LIRL
RWY 09: P–line. **RWY 27:** Hill.
AIRPORT REMARKS: Attended Tue–Sat 1530–0000Z‡. Phone 208–543–8539 for svc when arpt unattended. Limit acft on Twy B and Twy C to 50′ wingspan. ACTIVATE LIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.
TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ 278° 15.2 NM to fld. 4140/18E.



BURLEY N42°34.82′ W113°51.95′ NOTAM FILE BYI. **SALT LAKE CITY**
(L) VORW/DME 114.1 BYI Chan 88 100° 4.8 NM to Burley Muni. 4230/18E. **H–3C, L–11C**
VOR/DME unusable
120°–150° byd 30 NM blo 15,000′
210°–230° byd 10 NM blo 7,000′
210°–230° byd 23 NM blo 8,800′
210°–230° byd 29 NM blo 11,000′
210°–230° byd 34 NM blo 13,000′

KARPS ONE DEPARTURE (RNAV) (OBSTACLE)

SEATTLE CENTER
123.95 290.55
CTAF
123.0



TAKE-OFF MINIMUMS
Rwy 2, NA- Terrain.
Rwy 20, Standard with minimum climb of 245′ per NM to 5500.

NOTE: RNAV-1.
NOTE: GPS required.

TAKE-OFF OBSTACLES
Rwy 20: Trees beginning 741′ from DER, 129′ left of centerline, up to 70′ AGL/2417′ MSL. Trees, cranes, bldg and terrain beginning 138′ from DER, 1′ right of centerline, up to 77′ AGL/2418′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb heading 202° to 2840′ then direct ZAKNI, then on depicted route to KARPS, cross KARPS at or above MEA for assigned route of flight.

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4002
008°	TDZE	2330
	Apt Elev	2337

RNAV (GPS) RWY 2

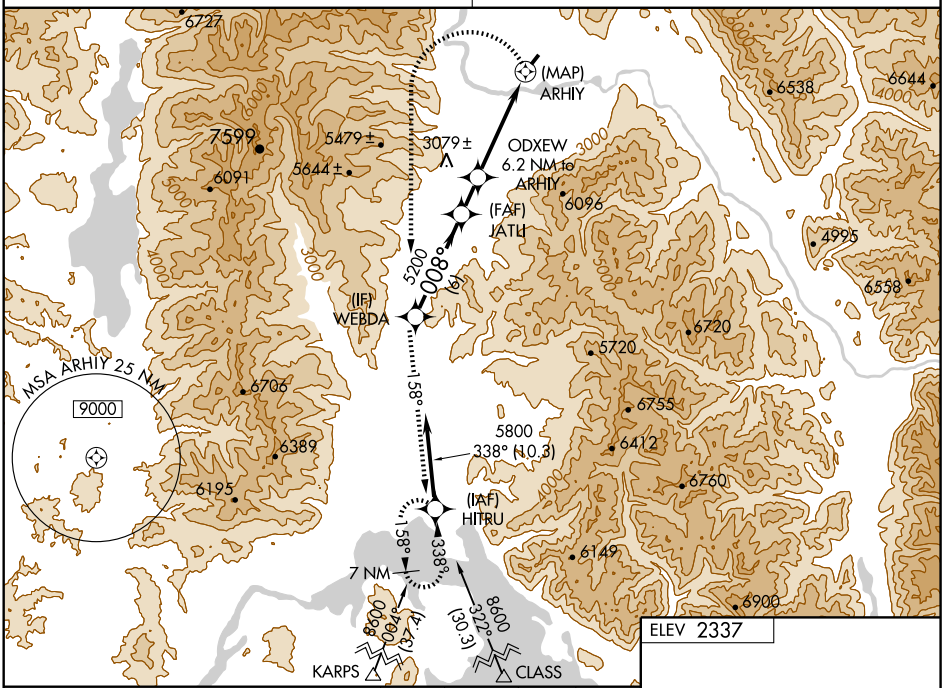
BONNERS FERRY/BOUNDARY COUNTY (65S)

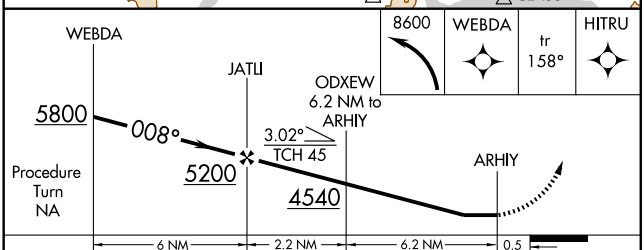
T
A NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, procedure NA.
*Missed approach requires minimum climb of 400 feet per NM to 6600.
**Missed approach requires minimum climb of 300 feet per NM to 6400.

MISSED APPROACH: Climbing left turn to 8600 direct WEBDA and on track 158° to HITRU and hold, continue climb-in-hold to 8600. When authorized by ATC, continue climb-in-hold to MEA for route of flight.

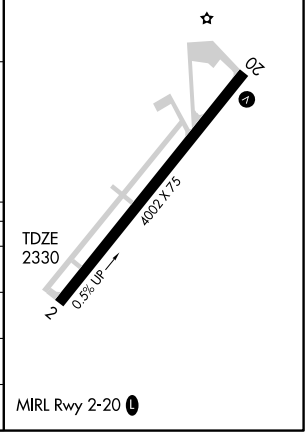
SEATTLE CENTER	UNICOM
123.95 290.55	123.0 (CTAF) L





8600	WEBDA	tr 158°	HITRU

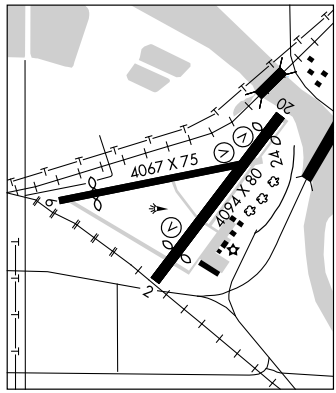
CATEGORY	A	B	C	D
LNAV MDA*	3260-1¼ 930 (1000-1¼)		3260-2¾ 930 (1000-2¾)	NA
LNAV MDA**	3880-1¼ 1550 (1600-1¼)	3880-1½ 1550 (1600-1½)	3880-3 1550 (1600-3)	NA
LNAV MDA	4480-1¼ 2150 (2200-1¼)	4480-1½ 2150 (2200-1½)	4480-3 2150 (2200-3)	NA
CIRCLING	4480-1¼ 2143 (2200-1¼)	4480-1½ 2143 (2200-1½)	4480-3 2143 (2200-3)	NA



MIRL Rwy 2-20 L

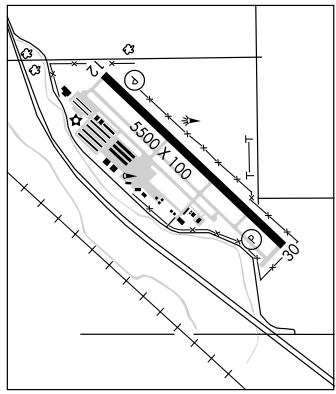
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

BURLEY MUNI (BYI) 1 NE UTC−7(−6DT) N42°32.56′ W113°46.29′ SALT LAKE CITY
4150 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE BYI L–11C
RWY 02–20: H4094X80 (ASPH) S–43, D–60 MIRL 0.3% up SW IAP
RWY 02: VASI(V4L)—GA 3.5° TCH 40′. Thld dsplcd 620′. Road.
RWY 20: REIL. VASI(V2R)—GA 3.0° TCH 24′. Thld dsplcd 300′. Trees.
RWY 06–24: H4067X75 (ASPH) S–23 MIRL
RWY 06: Thld dsplcd 410′. Railroad.
RWY 24: VASI(V2R)—GA 3.0° TCH 47′. Poles.
AIRPORT REMARKS: Attended May–Oct 1500–0000Z‡, Nov–Apr Mon–Fri 1500–0000Z‡, Nov–Apr Sat 1500–1900Z‡. Birds in vicinity of all rwys, especially apch end Rwy 20 and apch end Rwy 24. Agricultural activity on and invof all rwys Apr–Oct. Marked helipad on ramp in front of FBO building. ACTIVATE MIRL Rwy 02–20 and Rwy 06–24—CTAF. VASI Rwy 02, Rwy 20 and Rwy 24 opr continuously.
WEATHER DATA SOURCES: ASOS 135.575 (208) 677–3604.
COMMUNICATIONS: CTAF 122.9
CONNERS RCO 122.05 (BOISE RADIO)
TWIN FALLS APP/DEP CON 126.7 (1300–0400Z‡)
SALT LAKE CENTER APP/DEP CON 118.05 (0400–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BYI.
(L) VORW/DME 114.1 BYI Chan 88 N42°34.82′ W113°51.95′ 100° 4.8 NM to fld. 4230/18E.



CABIN CREEK USFS (See BIG CREEK RANGER STATION)

CALDWELL INDUSTRIAL (EUL) 3 SE UTC−7(−6DT) N43°38.51′ W116°38.15′ SALT LAKE CITY
2432 B S4 **FUEL** 100LL, JET A NOTAM FILE EUL H–1C, L–11B
RWY 12–30: H5500X100 (ASPH) S–72, D–86, 2S–109 MIRL IAP
RWY 12: PAPI(P4L)—GA 3.0° TCH 42′. Road.
RWY 30: PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
AIRPORT REMARKS: Attended Mar–Oct 1500–0200Z‡, Nov–Feb 1500–0000Z‡. Parachute Jumping. + 363′ radio tower located 1.4 miles north of arpt. PAPI Rwy 12 and Rwy 30 opr continuously. MIRL Rwy 12–30 ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.075 (208) 454–3953.
COMMUNICATIONS: CTAF/UNICOM 122.7
SQUAW BUTTE RCO 122.45 (BOISE RADIO)
Ⓡ **BOISE APP/DEP CON** 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 269° 20.1 NM to fld. 2876/17E.
MERIDIAN NDB (MHW) 238 MPA N43°36.20′ W116°32.34′ 283° 4.8 NM to fld.



CAMAS CO (See FAIRFIELD)

CAREY (U65) 0 E UTC−7(−6DT) N43°18.53′ W113°56.16′ SALT LAKE CITY
4783 NOTAM FILE BOI
RWY 07–25: 2650X170 (TURF)
RWY 07: Fence. **RWY 25:** Fence.
AIRPORT REMARKS: Unattended. Recommend land Rwy 25, tkf Rwy 07 when wind conditions permit. Be alert for sprinklers on rwy. Rwy 07–25 edges and thlds marked with concrete markers.
COMMUNICATIONS: CTAF 122.9

RNAV (GPS) RWY 20

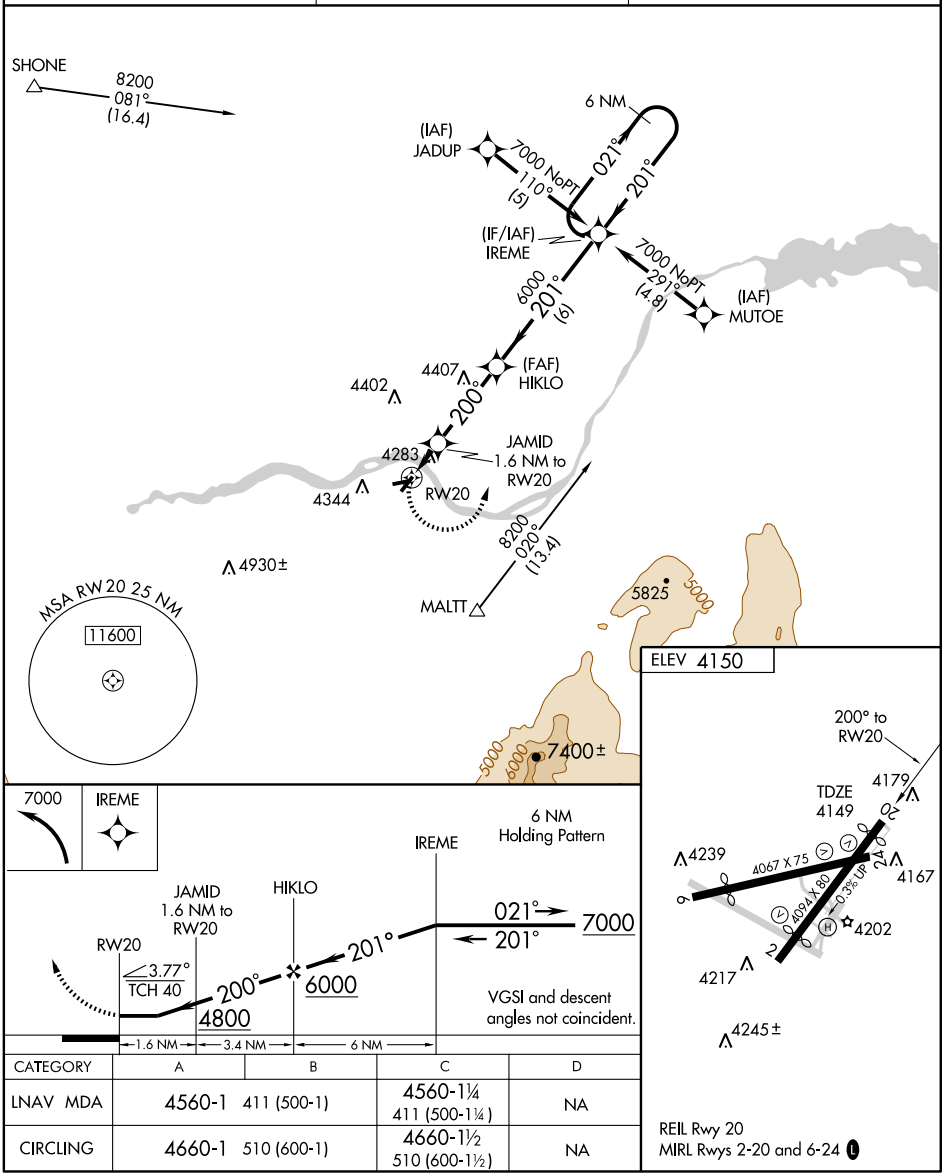
BURLEY MUNI (BYI)

APP CRS	Rwy Idg	3794
200°	TDZE	4149
	Apt Elev	4150

If local altimeter setting not received, use Joslin Field-Magic Valley Rgnl altimeter setting and increase all MDAs by 80 feet. GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 7000 direct IREME WP and hold.

ASOS	TWIN FALLS APP CON★	CTAF
135.575	126.7 353.75	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	4560-1 411 (500-1)		4560-1¼ 411 (500-1¼)	NA
CIRCLING	4660-1 510 (600-1)		4660-1½ 510 (600-1½)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

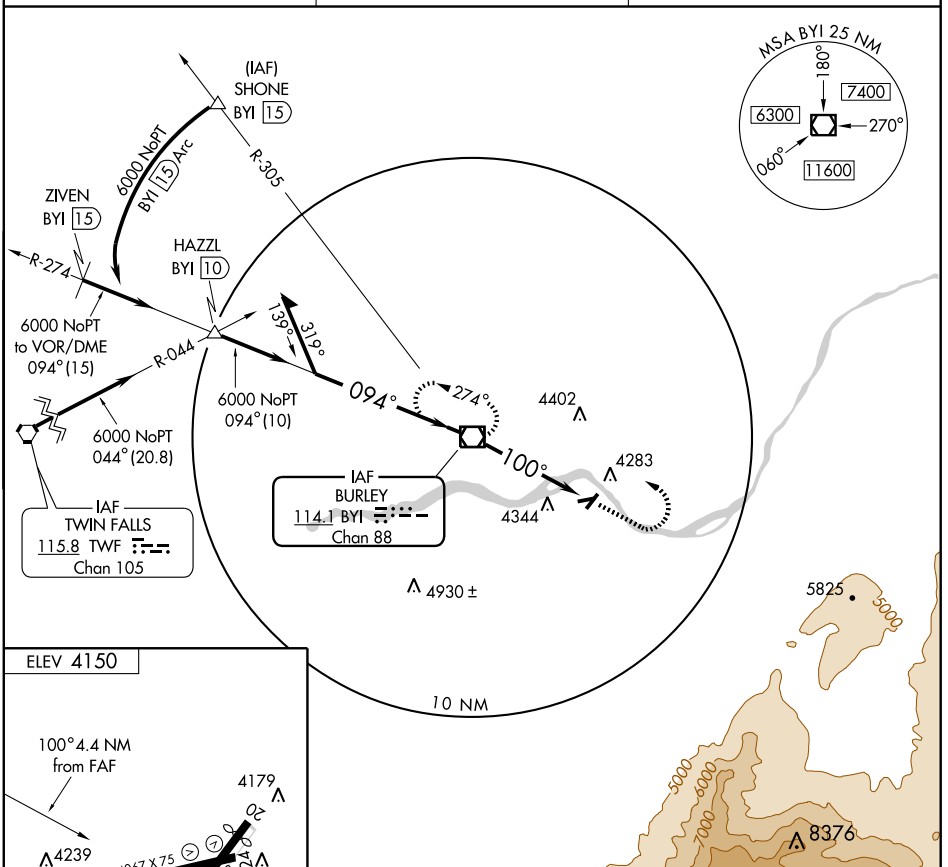
VOR/DME BYI 114.1 Chan 88	APP CRS 100°	Rwy Idg N/A TDZE N/A Apt Elev 4150

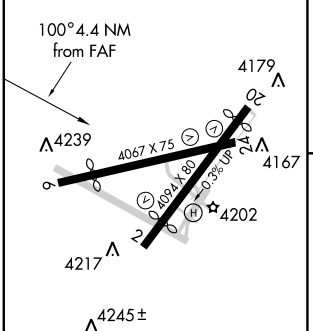
VOR-A
BURLEY MUNI (BYI)

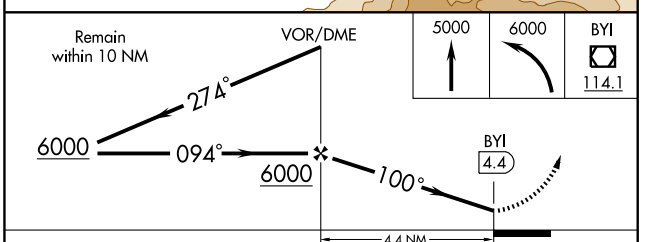
If local altimeter setting not received, use Joslin Field-Magic Valley Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct BYI VOR/DME and hold.

ASOS	TWIN FALLS APP CON ★	CTAF
135.575	126.7 353.75	122.9 (L)







FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	4660-1	510 (600-1)	4660-1½ 510 (600-1½)	4700-2 550 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

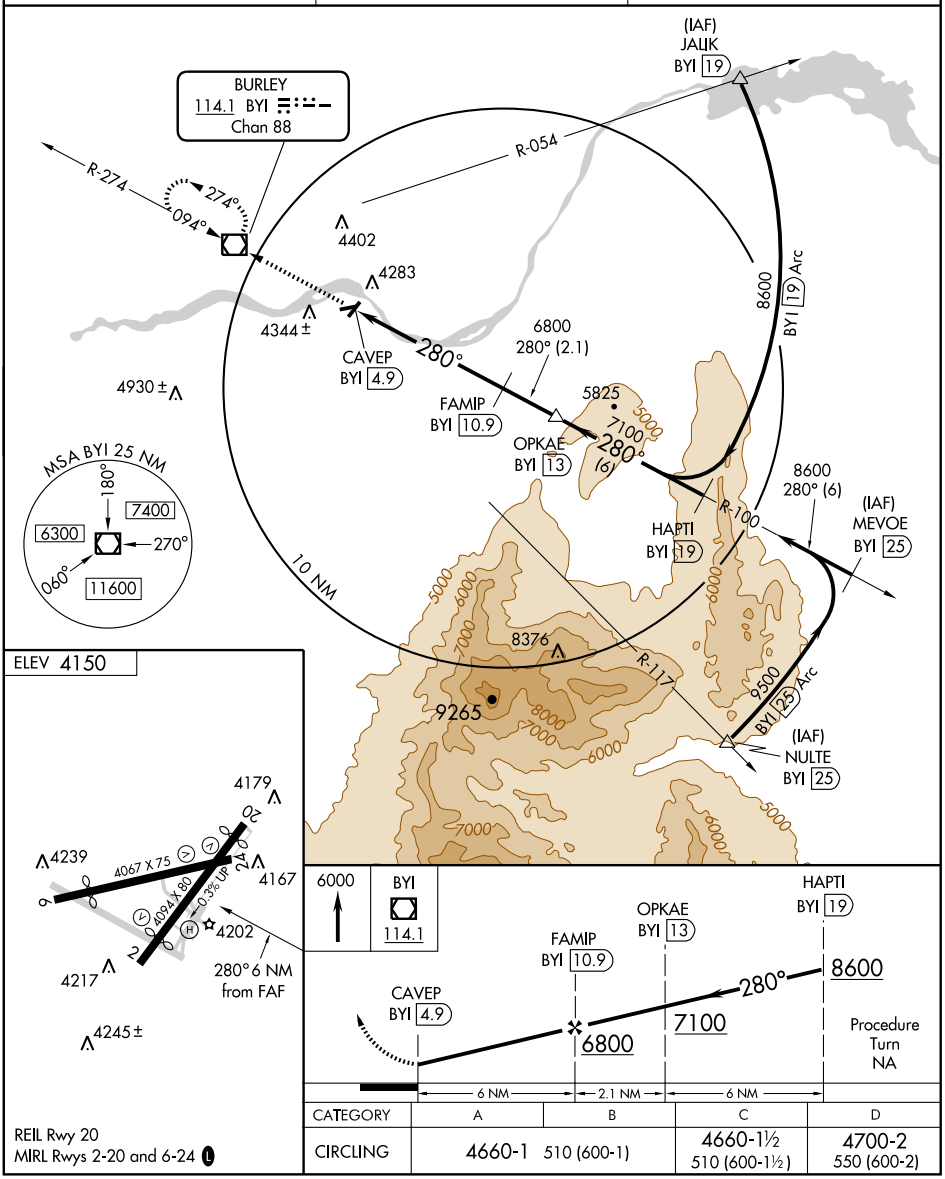
VOR/DME BYI	APP CRS	Rwy Idg N/A
114.1	280°	TDZE N/A
Chan 88		Apt Elev 4150

VOR/DME-B
BURLEY MUNI (BYI)

If local altimeter setting not received, use Joslin Field-Magic Valley Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 6000 direct BYI VOR/DME and hold.

ASOS	TWIN FALLS APP CON ★	CTAF
135.575	126.7 353.75	122.9 L

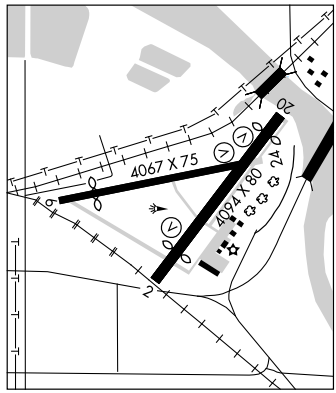


CATEGORY	A	B	C	D
CIRCLING	4660-1	510 (600-1)	4660-1½ 510 (600-1½)	4700-2 550 (600-2)

REIL Rwy 20
MIRL Rwys 2-20 and 6-24 L

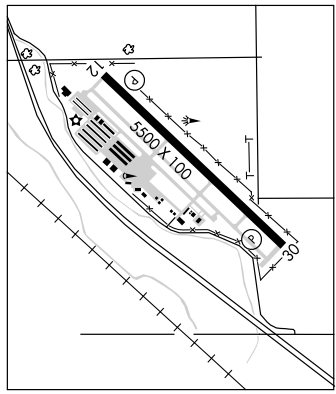
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

BURLEY MUNI (BYI) 1 NE UTC−7(−6DT) N42°32.56′ W113°46.29′ SALT LAKE CITY
4150 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE BYI L–11C
RWY 02–20: H4094X80 (ASPH) S–43, D–60 MIRL 0.3% up SW IAP
RWY 02: VASI(V4L)—GA 3.5° TCH 40′. Thld dsplcd 620′. Road.
RWY 20: REIL. VASI(V2R)—GA 3.0° TCH 24′. Thld dsplcd 300′. Trees.
RWY 06–24: H4067X75 (ASPH) S–23 MIRL
RWY 06: Thld dsplcd 410′. Railroad.
RWY 24: VASI(V2R)—GA 3.0° TCH 47′. Poles.
AIRPORT REMARKS: Attended May–Oct 1500–0000Z‡, Nov–Apr Mon–Fri 1500–0000Z‡, Nov–Apr Sat 1500–1900Z‡. Birds in vicinity of all rwys, especially apch end Rwy 20 and apch end Rwy 24. Agricultural activity on and invof all rwys Apr–Oct. Marked helipad on ramp in front of FBO building. ACTIVATE MIRL Rwy 02–20 and Rwy 06–24—CTAF. VASI Rwy 02, Rwy 20 and Rwy 24 opr continuously.
WEATHER DATA SOURCES: ASOS 135.575 (208) 677–3604.
COMMUNICATIONS: CTAF 122.9
CONNERS RCO 122.05 (BOISE RADIO)
TWIN FALLS APP/DEP CON 126.7 (1300–0400Z‡)
SALT LAKE CENTER APP/DEP CON 118.05 (0400–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BYI.
(L) VORW/DME 114.1 BYI Chan 88 N42°34.82′ W113°51.95′ 100° 4.8 NM to fld. 4230/18E.



CABIN CREEK USFS (See BIG CREEK RANGER STATION)

CALDWELL INDUSTRIAL (EUL) 3 SE UTC−7(−6DT) N43°38.51′ W116°38.15′ SALT LAKE CITY
2432 B S4 **FUEL** 100LL, JET A NOTAM FILE EUL H–1C, L–11B
RWY 12–30: H5500X100 (ASPH) S–72, D–86, 2S–109 MIRL IAP
RWY 12: PAPI(P4L)—GA 3.0° TCH 42′. Road.
RWY 30: PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
AIRPORT REMARKS: Attended Mar–Oct 1500–0200Z‡, Nov–Feb 1500–0000Z‡. Parachute Jumping. + 363′ radio tower located 1.4 miles north of arpt. PAPI Rwy 12 and Rwy 30 opr continuously. MIRL Rwy 12–30 ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.075 (208) 454–3953.
COMMUNICATIONS: CTAF/UNICOM 122.7
SQUAW BUTTE RCO 122.45 (BOISE RADIO)
Ⓡ **BOISE APP/DEP CON** 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 269° 20.1 NM to fld. 2876/17E.
MERIDIAN NDB (MHW) 238 MPA N43°36.20′ W116°32.34′ 283° 4.8 NM to fld.



CAMAS CO (See FAIRFIELD)

CAREY (U65) 0 E UTC−7(−6DT) N43°18.53′ W113°56.16′ SALT LAKE CITY
4783 NOTAM FILE BOI
RWY 07–25: 2650X170 (TURF)
RWY 07: Fence. **RWY 25:** Fence.
AIRPORT REMARKS: Unattended. Recommend land Rwy 25, tkf Rwy 07 when wind conditions permit. Be alert for sprinklers on rwy. Rwy 07–25 edges and thlds marked with concrete markers.
COMMUNICATIONS: CTAF 122.9

NDB MPA	APP CRS		
238	281°	Rwy Idg	5500
		TDZE	2432
		Apt Elev	2432

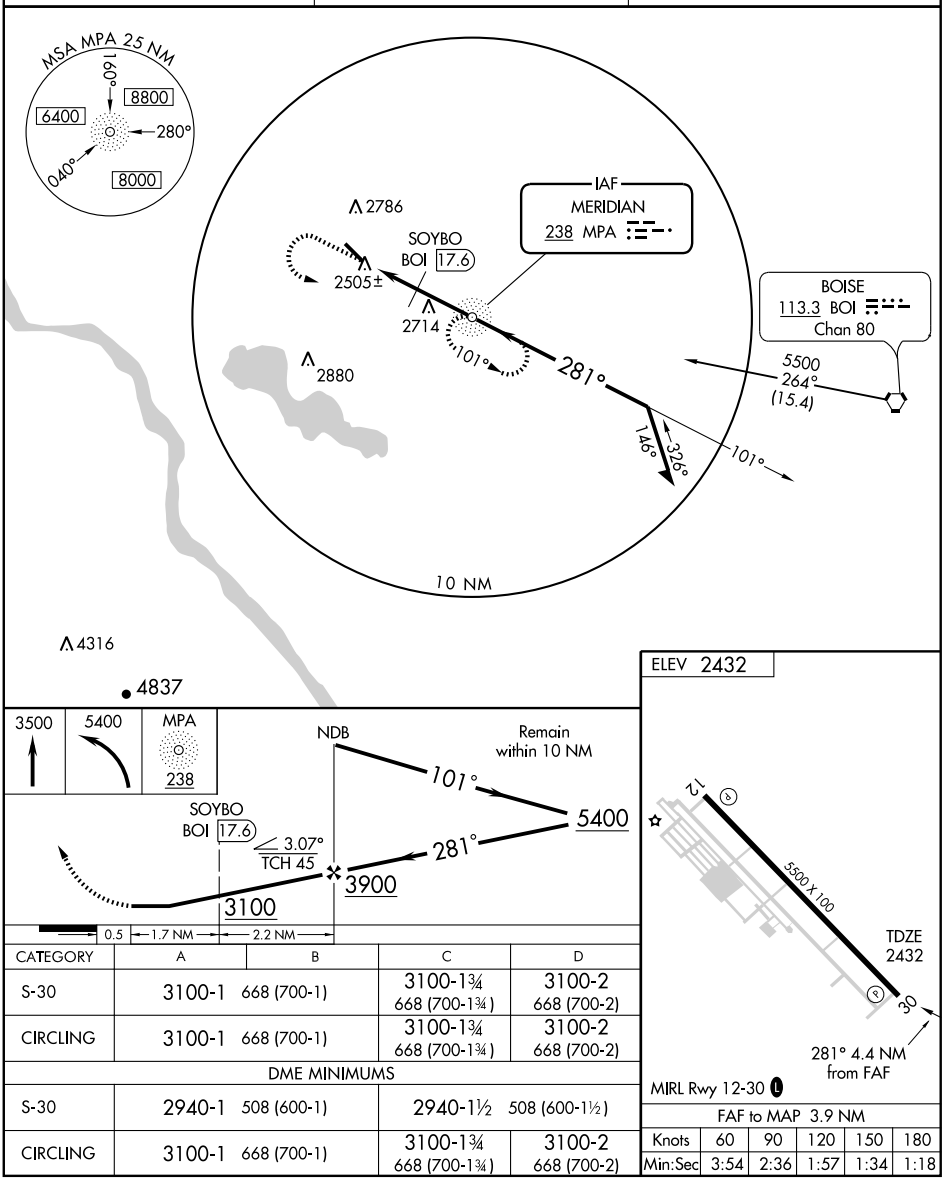
NDB RWY 30

CALDWELL INDUSTRIAL (EUL)

When local altimeter setting not received, use Boise altimeter setting and increase all MDA 120 feet and all visibilities ½ mile.

MISSED APPROACH: Climb to 3500 then climbing left turn to 5400 direct MPA NDB and hold, continue climb-in-hold to 5400.

AWOS-3	BOISE APP CON	UNICOM
135.075	119.6 269.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-30	3100-1 668 (700-1)		3100-1¾ 668 (700-1¾)	3100-2 668 (700-2)
CIRCLING	3100-1 668 (700-1)		3100-1¾ 668 (700-1¾)	3100-2 668 (700-2)
DME MINIMUMS				
S-30	2940-1 508 (600-1)		2940-1½ 508 (600-1½)	
CIRCLING	3100-1 668 (700-1)		3100-1¾ 668 (700-1¾)	3100-2 668 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5500
CH 97707	119°	TDZE	2431
W12A		Apt Elev	2432

RNAV (GPS) RWY 12

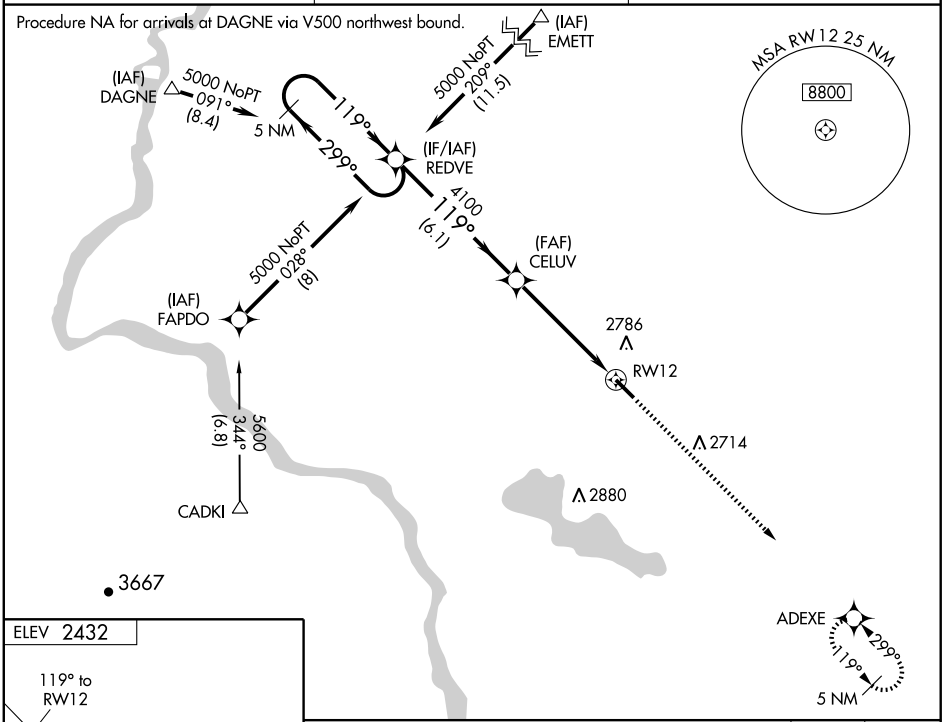
CALDWELL INDUSTRIAL (EUL)

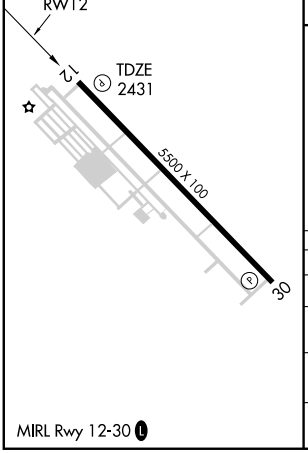
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities ½ mile.

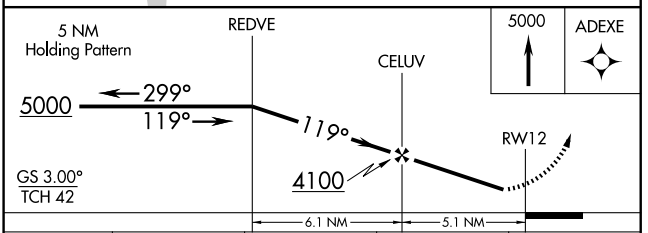
MISSED APPROACH: Climb to 5000 direct ADEXE and hold.

AWOS-3	BOISE APP CON	UNICOM
135.075	119.6 269.4	122.7 (CTAF) L

Procedure NA for arrivals at DAGNE via V500 northwest bound.







CATEGORY	A	B	C	D
LPV DA	2700-1 269 (300-1)			
LNAV/VNAV DA	2994-2 563 (600-2)			
LNAV MDA	2840-1 409 (500-1)		2840-1¼ 409 (500-1¼)	
CIRCLING	3100-1 668 (700-1)		3100-1¾ 668 (700-1¾)	3100-2 668 (700-2)

MIRL Rwy 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

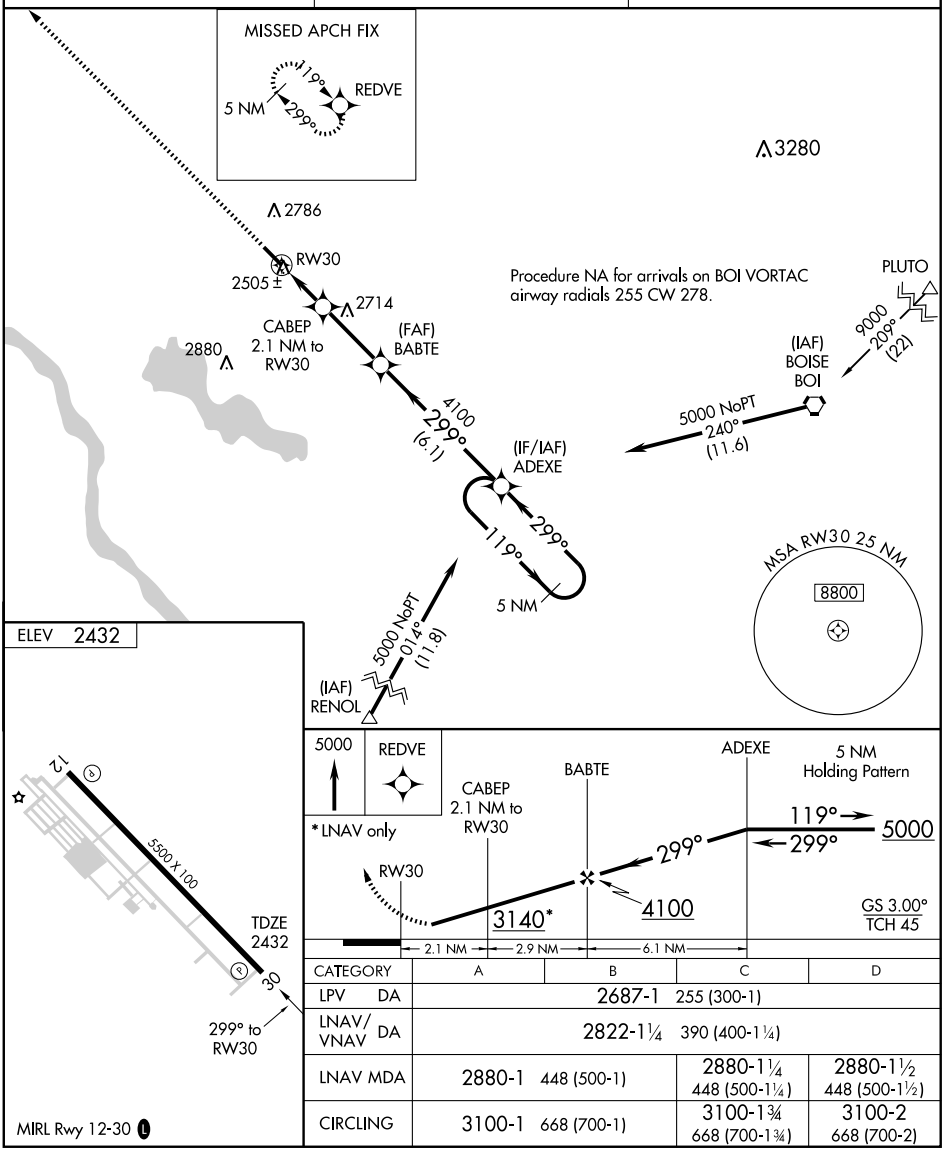
WAAS	APP CRS	Rwy Idg	5500
CH 73007	299°	TDZE	2432
W30A		Apt Elev	2432

RNAV (GPS) RWY 30
CALDWELL INDUSTRIAL (EUL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities ½ mile.

MISSED APPROACH: Climb to 5000 direct REDVE and hold.

AWOS-3	BOISE APP CON	UNICOM
135.075	119.6 269.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2687-1 255 (300-1)			
LNAV/VNAV DA	2822-1¼ 390 (400-1¼)			
LNAV MDA	2880-1 448 (500-1)		2880-1¼ 448 (500-1¼)	2880-1½ 448 (500-1½)
CIRCLING	3100-1 668 (700-1)		3100-1¾ 668 (700-1¾)	3100-2 668 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

CHAMBERLAIN USFS (See CHAMBERLAIN GUARD STATION)

CHAMBERLAIN GUARD STATION

CHAMBERLAIN USFS (U79) 0 E UTC−7(−6DT) N45°22.74′ W115°11.81′ **GREAT FALLS**

5765 NOTAM FILE BOI

RWY 07–25: 4100X200 (TURF–DIRT)

RWY 07: Trees. **RWY 25:** Tree.

RWY 15–33: 2700X140 (TURF)

RWY 15: Hill. **RWY 33:** Trees.

AIRPORT REMARKS: Unattended. Rwy 07–25 W 500′ CLOSED indef. Rwy 07–25 rough sfc. Rwy 15–33 rough and uneven surface. No twy available. Arpt subject to temporary closure early spring due to soft rwys. Rwy 07–25 and Rwy 15–33 thlds marked and rwys outlined with yellow rocks. Rwy 15–33 has +2′ pipe and −2′ ditch across rwy North of rwy 07–25 intersection. No twy from rwy 15–33 to Campgrounds. Rwy 15 120′ timbered hill 1200′ on centerline. Extensive rodent activity on both rwys. No telephone avbl at arpt. Private Stone Breaker Arpt located 1 NM NE of Chamberlain USFS.

COMMUNICATIONS: CTAF 122.9

COEUR D'ALENE

BROOKS SPB (S76) 0 SW UTC−8(−7DT) N47°40.33′ W116°47.16′ **GREAT FALLS**

2125 **FUEL** 100LL NOTAM FILE BOI

WATERWAY 11–29: 15000X2000 (WATER)

WATERWAY 11: Rgt tfc.

WATERWAY 15–33: 15000X2000 (WATER)

WATERWAY 15: Rgt tfc.

SEAPLANE REMARKS: Attended Mar–Oct 1700–dusk. Heavy boat tfc and parasail activity on and in vicinity of seaplane base ldg area. Fly patterns over lake, do not overfly city. Helicopter ops in vicinity of Seaplane Base. Ultralight acft operate in vicinity of SPB landing area. Adjacent boat marina may have dock space avbl.

COMMUNICATIONS: CTAF 122.9

COEUR D'ALENE–PAPPY BOYINGTON FLD (COE) 9 NW UTC−8(−7DT)

N47°46.46′ W116°49.18′ **GREAT FALLS**

2320 B S4 **FUEL** 100, JET A OX 1, 2, 3, 4 Class IV, ARFF Index A NOTAM FILE COE **H–1C, L–13B**

RWY 05–23: H7400X100 (ASPH–GRVD) S–57, D–95, 2S–121, 2D–165 HIRL 0.6% up NE **IAP**

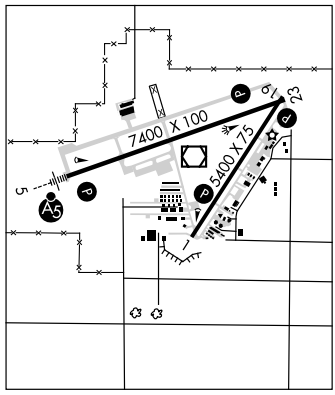
RWY 05: MALSR. PAPI(P4R)—GA 3.0° TCH 56′.

RWY 23: REIL. PAPI(P4R)—GA 3.0° TCH 50′.

RWY 01–19: H5400X75 (ASPH) S–50, D–83, 2S–105, 2D–150 MIRL 0.3% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Rgt tfc.

RWY 19: PAPI(P2L)—GA 3.0° TCH 41′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:	TORA–5400	TODA–5400	ASDA–5400	LDA–5400
RWY 05:	TORA–7400	TODA–7400	ASDA–7400	LDA–7400
RWY 19:	TORA–5400	TODA–5400	ASDA–5400	LDA–5400
RWY 23:	TORA–7400	TODA–7400	ASDA–7400	LDA–7400

AIRPORT REMARKS: Attended Mon–Fri 1500–0100Z‡. For after hrs fuel-self svc avbl or call 208–772–6404, 208–661–4174, 208–661–7449, 208–699–5433. Self svc fuel avbl with credit card. 48 hr PPR for unscheduled ops with more than 30 passenger seats call arpt manager 208–446–1860. Migratory birds on and invof arpt Oct–Nov. Remote cntl airstrip is 2.3 miles west AER 05. Arpt conditions avbl on AWOS. Rwy 05 NSTD MALSR, thld bar extends 5′ byd rwy edge lgts each side. ACTIVATE MIRL Rwy 01–19, HIRL Rwy 05–23, REIL Rwy 01 and Rwy 23, MALSR Rwy 05 and PAPI Rwy 01, Rwy 19, Rwy 05, and Rwy 23—CTAF. REIL Rwy 23 opr only when HIRL on high ints.

WEATHER DATA SOURCES: AWOS–3 135.075 (208) 772–8215.

HIWAS 108.8 COE.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.05 (BOISE RADIO)

Ⓡ **SPOKANE APP/DEP CON** 132.1

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE COE.

(T) VORW/DME 108.8 COE Chan 25 N47°46.42′ W116°49.24′ at fld. 2290/19E. **HIWAS.**

DME portion unusable:

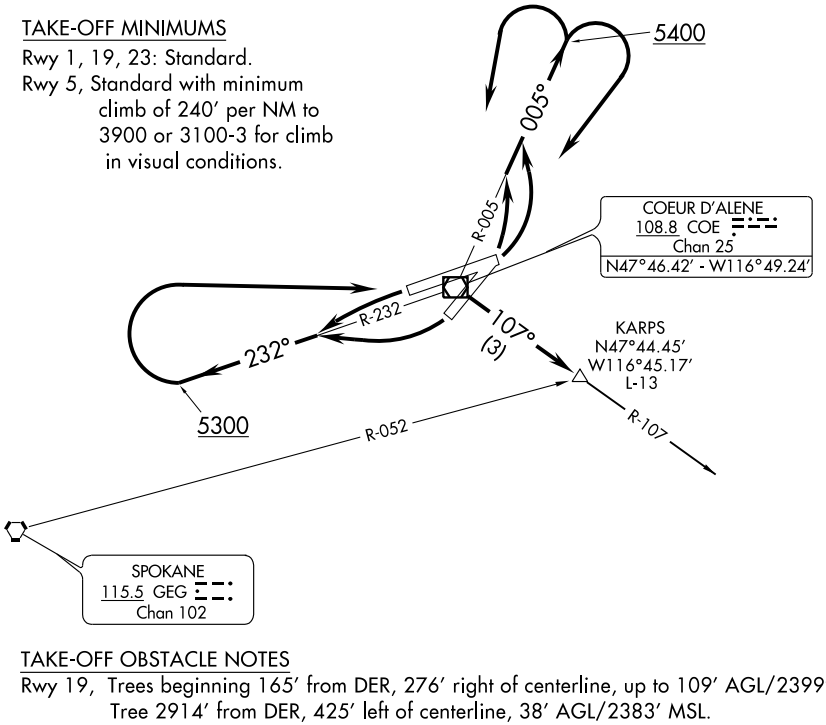
220°–240° byd 15 NM 280°–315° byd 15 NM blo 11,000′.

POST FALLS NDB (MHW) 347 LEN N47°44.57′ W116°57.66′ 053° 6.0 NM to fld.

ILS 110.7 I–COE Rwy 05 Class ID. Post Falls NDB. Localizer unusable 25° left and right of course.

AWOS-3 135.075
SPOKANE DEP CON
132.1 263.0
UNICOM (CTAF) 122.8

TAKE-OFF MINIMUMS
Rwy 1, 19, 23: Standard.
Rwy 5, Standard with minimum climb of 240' per NM to 3900 or 3100-3 for climb in visual conditions.



TAKE-OFF OBSTACLE NOTES
Rwy 19, Trees beginning 165' from DER, 276' right of centerline, up to 109' AGL/2399' MSL.
Tree 2914' from DER, 425' left of centerline, 38' AGL/2383' MSL.
Rwy 5, Poles beginning 895' from DER, 690' right of centerline, up to 44' AGL/2354' MSL.
Trees beginning 1149' from DER, 720' right of centerline, up to 103' AGL/2563' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climbing left turn to 5400 via COE R-005, then left or right turn direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight.
TAKE-OFF RUNWAY 5: Climbing left turn to 5400 via COE R-005, then left or right turn direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight or climb visual conditions to cross Coeur D'Alene-Pappy Boyington Field Airport at or above 5300 before proceeding on course.
TAKE-OFF RUNWAY 19: Climbing right turn, thence....
TAKE-OFF RUNWAY 23: Climbing left turn, thence....

....climb on COE R-232 to 5300, then right direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-COE	APP CRS	Rwy Idg	7400
110.7	051°	TDZE	2290
		Apt Elev	2320

ILS or LOC/DME RWY 5

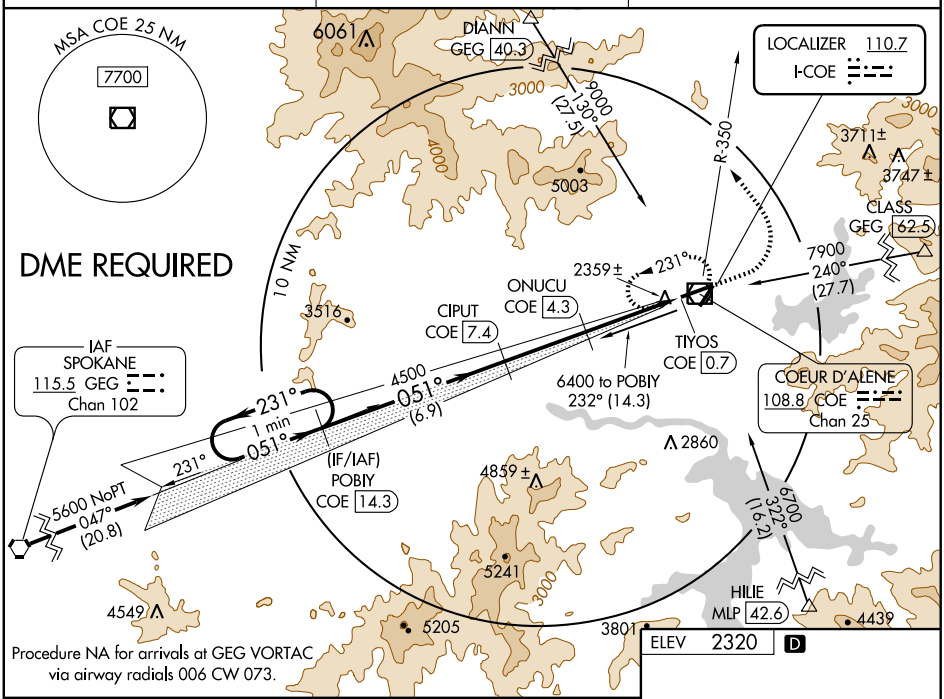
COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

T A Simultaneous reception of I-COE localizer and COE DME required. Autopilot coupled approach NA below 2795.
When local altimeter setting not received, use Spokane Intl altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ mile.

MALSR

MISSED APPROACH: Climb to 2900 then climbing left turn to 6000 via COE R-350 outbound then climbing left turn to 6500 via COE R-350 inbound to COE VOR/DME and hold.

AWOS-3	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L

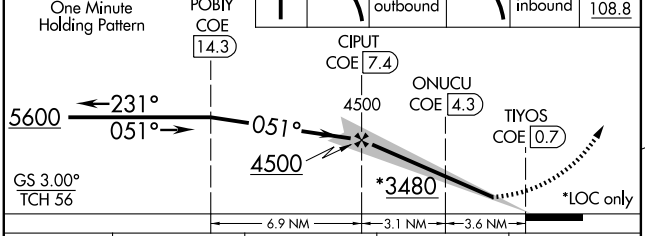


Procedure NA for arrivals at GEG VORTAC via airway radials 006 CW 073.

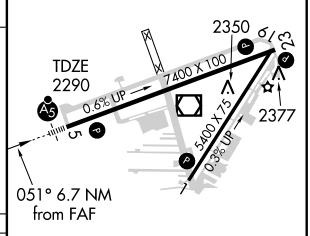
ELEV 2320 D

Use COE DME when on the localizer course.

One Minute Holding Pattern



2900	6000	COE R-350 outbound	6500	COE R-350 inbound	COE 108.8



CATEGORY	A	B	C	D
S-ILS 5	2490-½ 200 (200-½)			
S-LOC 5	2860-½ 570 (600-½)		2860-1 570 (600-1)	2860-1¼ 570 (600-1¼)
CIRCLING	2860-1 540 (600-1)		2880-1½ 560 (600-1½)	2880-2 560 (600-2)

MIRL Rwy 1-19 L
HIRL Rwy 5-23 L
REIL Rwys 1 and 23 L

NW-1, 26 AUG 2010 to 23 SEP 2010

NDB LEN	APP CRS	Rwy Idg	7400
347	052°	TDZE	2290
		Apt Elev	2320

NDB RWY 5

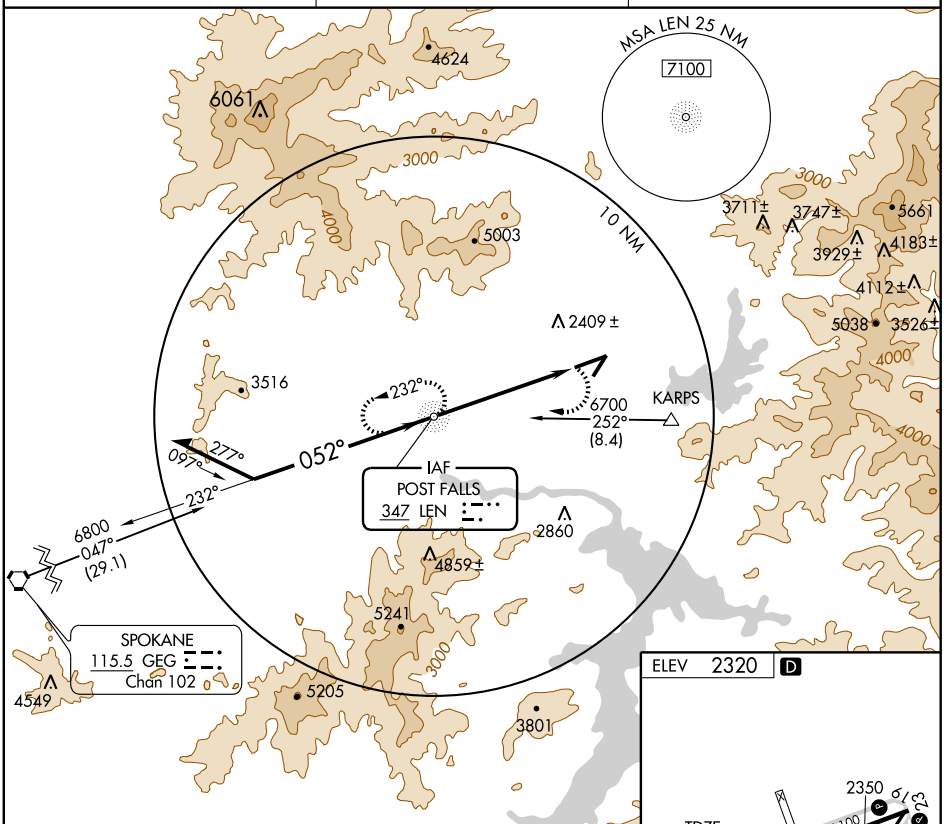
COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

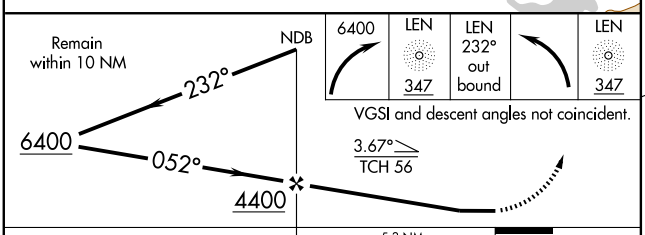
When local altimeter setting not received, use Spokane Intl altimeter setting and increase all MDA 80 feet and S-5 and circling Cat C visibility ¼ mile.

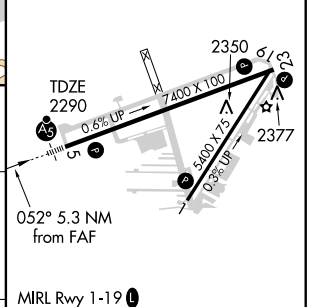
MALSR

MISSED APPROACH: Climbing right turn to 6400 direct LEN NDB and via LEN NDB bearing 232° outbound then left turn direct LEN NDB and hold.

AWOS-3	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	2780-¾ 490 (500-¾)	2900-¾ 610 (600-¾)	2920-1¼ 630 (600-1¼)	NA
CIRCLING	2920-1 600 (600-1)		2920-1½ 600 (600-1½)	NA

MIRL Rwy 1-19 L
HIRL Rwy 5-23 L
REIL Rwys 1 and 23 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7400
CH 70608	051°	TDZE	2290
W05A		Apt Elev	2320

RNAV (GPS) RWY 5

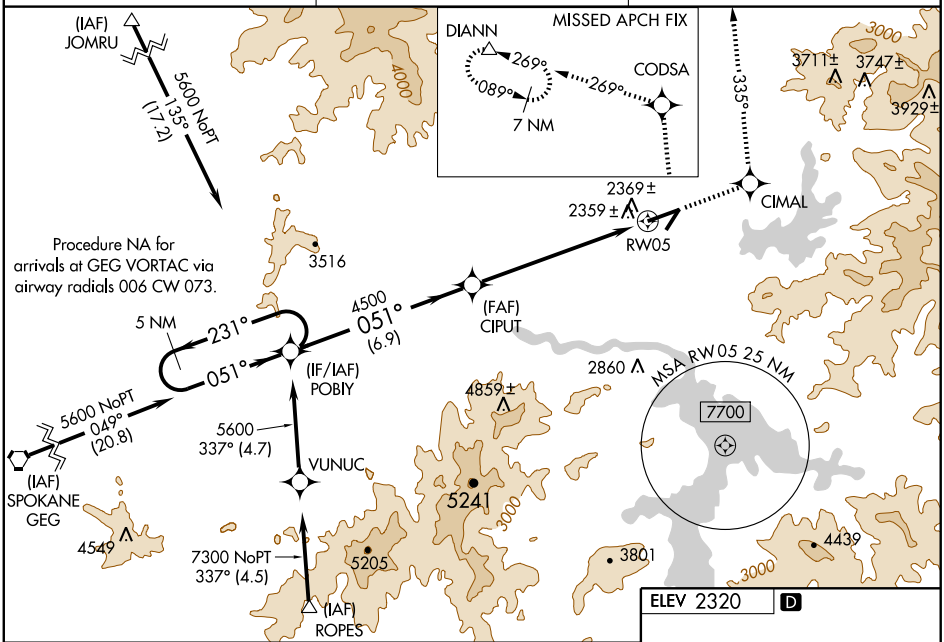
COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

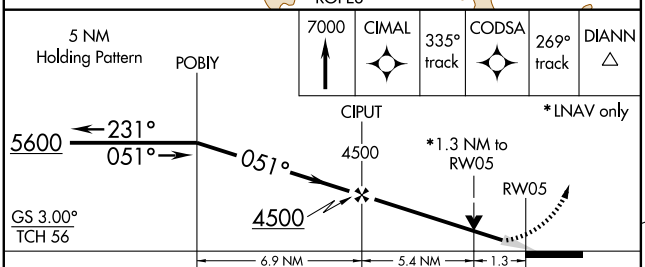
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Spokane Intl altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ mile. Baro-VNAV and VDP NA when using Spokane Intl altimeter setting. For inoperative MALSR when using Spokane Intl altimeter setting, increase LNAV Cats A and B visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 7000 direct CIMAL and via 335° track to CODSA and via 269° track to DIANN and hold.

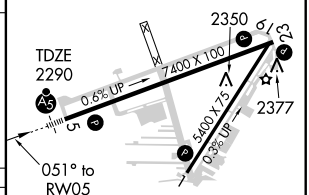
AWOS-3	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L





7000	CIMAL	335° track	CODSA	269° track	DIANN

*LNAV only



CATEGORY	A	B	C	D
LPV DA	2490-½ 200 (200-½)			
LNAV/VNAV DA	2653-¾ 363 (400-¾)			
LNAV MDA	2740-½ 450 (500-½)		2740-¾ 450 (500-¾)	2740-1 450 (500-1)
CIRCLING	2740-1 420 (500-1)	2860-1 540 (600-1)	2880-1½ 560 (600-1½)	2880-2 560 (600-2)

MIRL Rwy 1-19 L
HIRL Rwy 5-23 L
REIL Rwys 1 and 23 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME COE 108.8 Chan 25	APP CRS 344°	Rwy Idg 5400 TDZE 2311 Apt Elev 2320

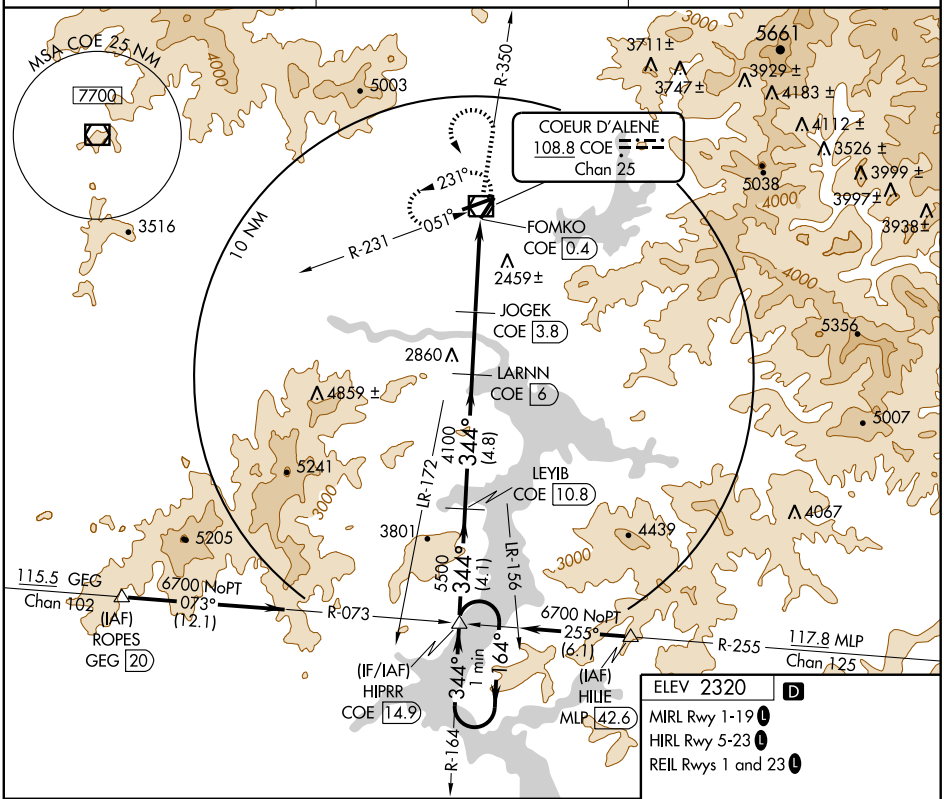
VOR/DME RWY 1

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

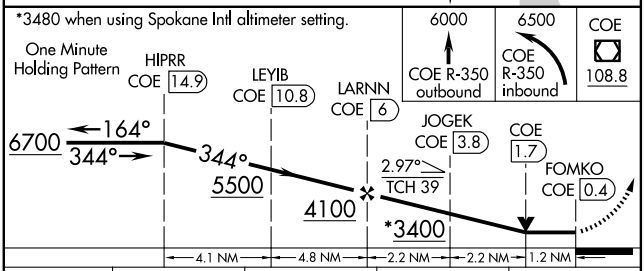
Visibility reduction by helicopters NA. When local altimeter setting not received, use Spokane Intl altimeter setting and increase all MDA 80 feet and S-1 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 6000 via COE R-350 outbound then climbing left turn to 6500 via COE R-350 inbound to COE VOR/DME and hold.

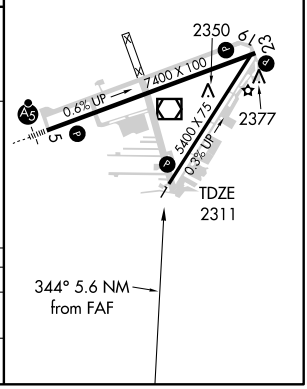
AWOS-3	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L



*3480 when using Spokane Intl altimeter setting.



CATEGORY	A	B	C	D
S-1	2740-1 429 (500-1)		2740-1¼ 429 (500-1¼)	NA
CIRCLING	2740-1 420 (500-1)	2860-1 540 (600-1)	2880-1½ 560 (600-1½)	NA



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME COE	APP CRS	Rwy Idg	7400
108.8	057°	TDZE	2290
Chan 25		Apt Elev	2320

VOR RWY 5

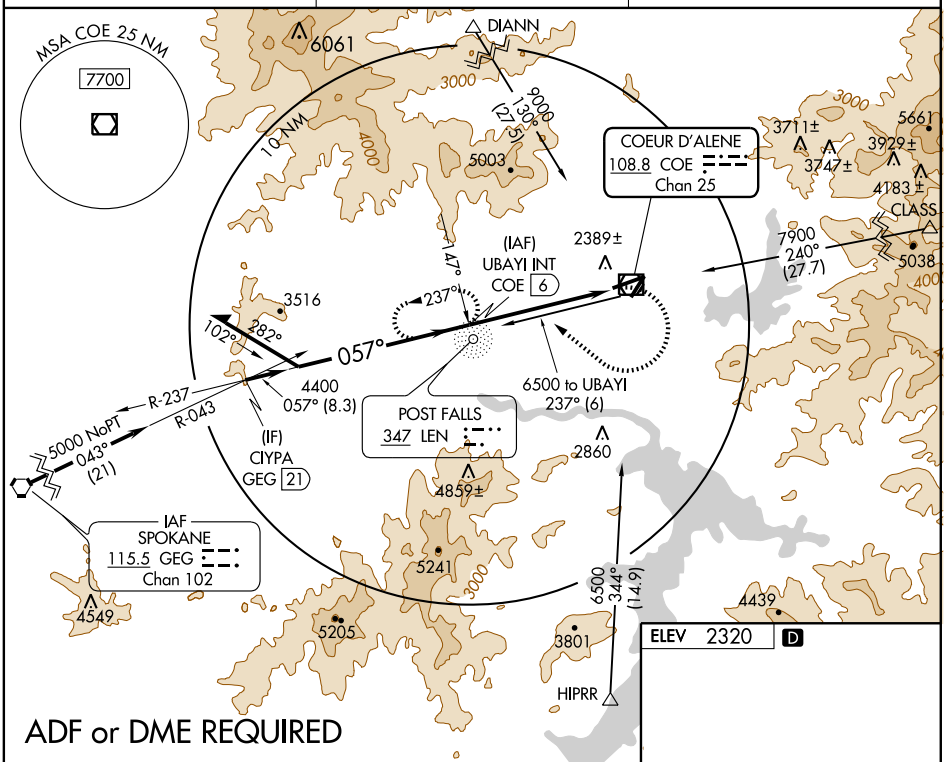
COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

When local altimeter setting not received, use Spokane Intl altimeter setting and increase all MDA 80 feet and circling Cat C visibility to 1¾ miles.
VDP NA when using Spokane Intl altimeter setting.
ADF or DME required.

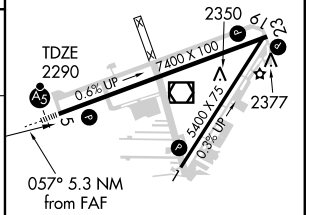
MALSR

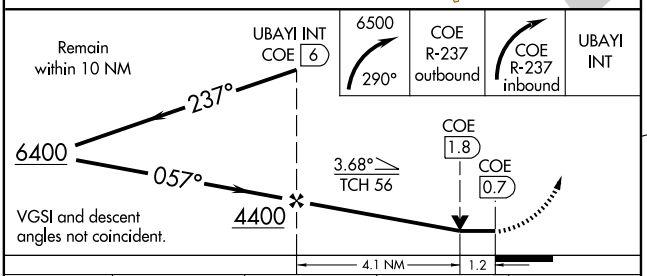
MISSED APPROACH: Climbing right turn to 6500 via heading 290° and COE R-237 outbound then right turn via COE R-237 inbound to UBAYI INT/COE 6 DME and hold.

AWOS-3	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L



ELEV 2320 D





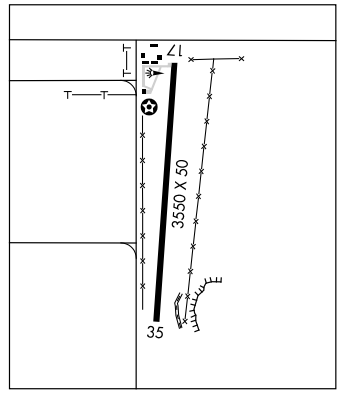
CATEGORY	A	B	C	D
S-5	2700-½ 410 (400-½)		2700-¾ 410 (400-¾)	NA
CIRCLING	2720-1 400 (400-1)	2860-1 540 (600-1)	2880-1½ 560 (600-1½)	NA

MIRL Rwy 1-19 L
HIRL Rwy 5-23 L
REIL Rwys 1 and 23 L

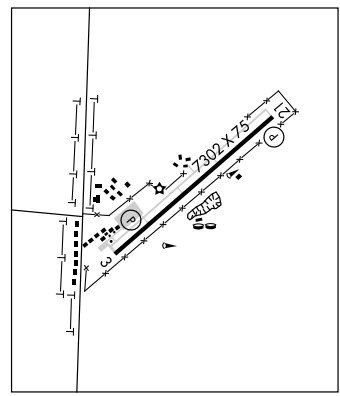
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

DOWNEY (HYDE MEM) (U58) 1E UTC−7(−6DT) N42°25.45′ W112°06.57′ **SALT LAKE CITY**
4906 B NOTAM FILE BOI **L–11D**
RWY 17–35: H3550X50 (ASPH) LIRL
RWY 17: Tank. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. Farm machinery to 20′ high may be located within 500′ of apch to Rwy 17. For LIRL Rwy 17–35 and rotating beacon—key 122.8, five times.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MLD.
MALAD CITY (H) VORW/DME 117.4 MLD Chan 121 N42°11.99′ W112°27.07′ 031° 20.3 NM to fld. 7330/17E.



DRIGGS–REED MEM (DIJ) 1 N UTC−7(−6DT) N43°44.55′ W111°05.87′ **SALT LAKE CITY**
6229 B S4 **FUEL** 100LL, JET A, OX 2 NOTAM FILE DIJ **H–3D, L–11D**
RWY 03–21: H7302X75 (ASPH) S–30, D–60 MIRL 1.2% up NE **IAP**
RWY 03: PAPI(P4L)—GA 3.0 TCH 45′.
RWY 21: REIL. PAPI(P4L)—GA 3.0 TCH 40′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Oct–May 1500–0000Z‡, Jun–Sep 1400–0200Z‡. After hrs call 208–354–3100. Sailplane ops, heavy during summer months. Gliders use right traffic for Rwy 03 and left traffic for Rwy 21. Median between Rwy 03–21 and parallel twy not authorized for ldgs and takeoffs. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 21—CTAF. PAPI Rwys 03 and 21 operate continuously.
WEATHER DATA SOURCES: ASOS 120.775 (208) 354–6661.
COMMUNICATIONS: CTAF/UNICOM 122.7
SALT LAKE CENTER APP/DEP CON 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33′ W112°12.56′ 098° 52.5 NM to fld. 4915/15E.



DUBOIS N44°05.33′ W112°12.56′ NOTAM FILE BOI. **SALT LAKE CITY**
(H) VORTACW 116.9 DBS Chan 116 206° 19.1 NM to Mud Lake (West Jefferson Co). 4915/15E. **H–1D, L–11D**

DUBOIS MUNI (U41) 1 SE UTC−7(−6DT) N44°09.74′ W112°13.24′ **SALT LAKE CITY**
5123 NOTAM FILE BOI
RWY 16–34: 4600X100 (TURF)
RWY 16: Road. **RWY 34:** Rgt tfc.
AIRPORT REMARKS: Unattended. No winter maintenance. Rwy 16–34 is centered between boundary markers. Rwy 16–34 cone boundary markers 125′ each side of rwy centerline and wood panels across both thlds. Rwy 16 +6′ fence at 100′ and 250′ from thld on centerline. +75′ steeple 1400′ from thld, 100′ left.
COMMUNICATIONS: CTAF 122.9

ECKHART INTL (See PORTHILL)

APP CRS	Rwy Idg	N/A
165°	TDZE	N/A
	Apt Elev	6228

GPS-A
DRIGGS-REED MEMORIAL (DIJ)

NA

MISSED APPROACH: Climbing right turn to 10000 direct PIKEQ and hold.

ASOS	SALT LAKE CENTER	UNICOM
120.775	132.4 239.25	122.7 (CTAF) L

NW-1, 26 AUG 2010 to 23 SEP 2010

(IAF) SABAT
10000 NoPT
086°
(23.1)

150°
1 min
330°
(IAF) PIKEQ

8100
150°
(7.4)
(FAF) TIHQI
165°
(MAP) DIGUQ

MSA DIGUQ 25 NM
14800

14800
266°
(23.5)
11355
QUIRT

8162
8362
9772
12605
13770
11938
10966
9240
8242
7000
9000
11000

ELEV 6228
165° to DIGUQ
21
7302 X 75
1.2% UP

MIRL Rwy 3-21 L
REIL Rwy 21 L

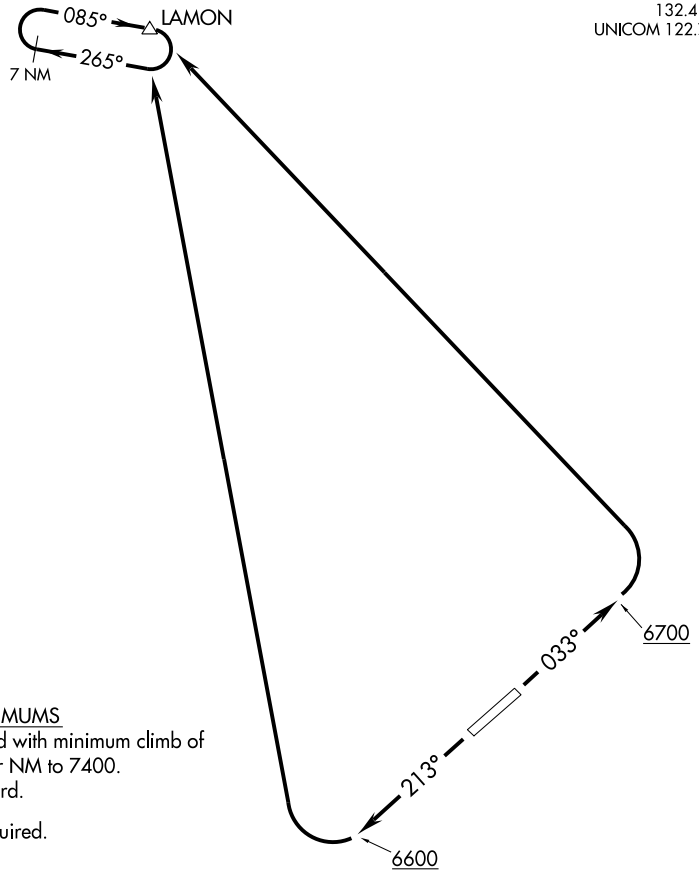
One Minute Holding Pattern
PIKEQ
10000
330°
150°
150°
TIHQI
8100
165°
DIGUQ
7.4 NM
4.6 NM

10000
PIKEQ

CATEGORY	A	B	C	D
CIRCLING	6780-1	552 (600-1)	6800-1½ 572 (600-1½)	6860-2 632 (700-2)

43°45'N-111°06'W

SALT LAKE CENTER
132.4 239.25
UNICOM 122.7 (CTAF)



TAKE-OFF MINIMUMS
Rwy 3: Standard with minimum climb of 250′ per NM to 7400.
Rwy 21: Standard.

NOTE: GPS required.

NOTE: RNAV 1

TAKE-OFF OBSTACLE NOTES
Rwy 3: Trees 1227′ from DER, 343′ left of centerline, 50′ AGL/6266′ MSL.
Trees 697′ from DER, 327′ right of centerline, 50′ AGL/6246′ MSL.
Trees 2106′ from DER, 469′ right of centerline, 50 AGL/6282′ MSL.
Rwy 21: Building 1437′ from DER, 730′ left of centerline, 70′ AGL/6189′ MSL.
Building 52′ from DER, 473′ right of centerline, 50 AGL/6191′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb heading 033° to 6700, then climbing left turn direct LAMON. Thence....

TAKE-OFF RUNWAY 21: Climb heading 213° to 6600, then climbing right turn direct LAMON. Thence....

....cross LAMON at or above MEA for direction of flight. If required, continue climb in LAMON holding pattern to cross LAMON at or above MEA for direction of flight.

NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 3

DRIGGS-REED MEMORIAL (DIJ)

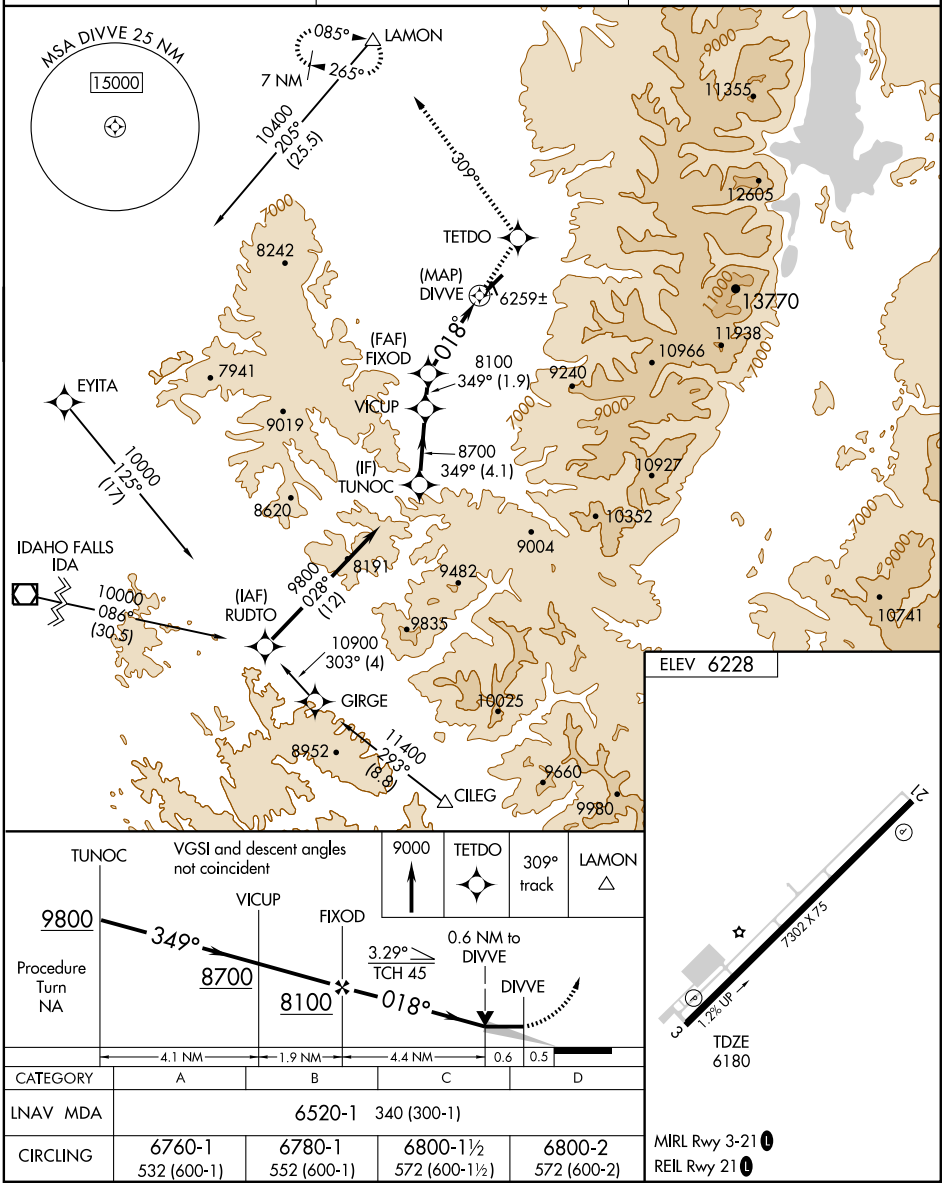
APP CRS	Rwy Idg	7302
018°	TDZE	6180
	Apt Elev	6228

NA

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9000 direct TETDO and via 309° track to LAMON and hold.

ASOS	SALT LAKE CENTER	UNICOM
120.775	132.4 239.25	122.7 (CTAF) L



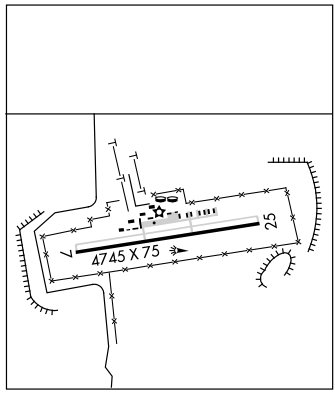
CATEGORY	A	B	C	D
LNAV MDA	6520-1 340 (300-1)			
CIRCLING	6760-1 532 (600-1)	6780-1 552 (600-1)	6800-1½ 572 (600-1½)	6800-2 572 (600-2)

MIRL Rwy 3-21 L

REIL Rwy 21 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

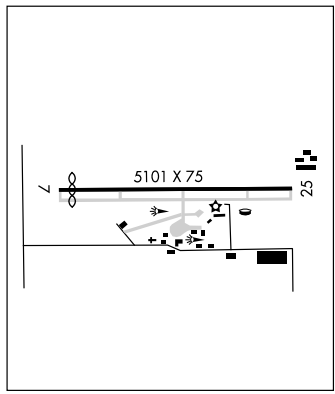
GOODING MUNI (GNG) 3 SW UTC−7(−6DT) N42°55.03′ W114°45.91′ **SALT LAKE CITY**
3732 B S4 **FUEL** 100LL, JET A NOTAM FILE BOI **L–11C**
RWY 07–25: H4745X75 (ASPH) S–12.5 MIRL 1.4% up NE **IAP**
RWY 07: Road.
AIRPORT REMARKS: Attended 1500–0000Z‡. For arpt attendant after hours call 208–539–5934 or 208–934–8298. Considerable helicopter ops. ACTIVATE MIRL Rwy 07–25—CTAF. 3 clicks medium ints–5 clicks high ints.
COMMUNICATIONS: CTAF/UNICOM 122.8
BLISS RCO 122.4 (BOISE RADIO)
SALT LAKE CENTER APP/DEP CON 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.
TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ 317° 28.9 NM to fld. 4140/18E.
STEELHEAD NDB (MHW) 211 HDG N42°54.97′ W114°40.45′ 255° 4.0 NM to fld. NOTAM FILE BOI. NDB unusable byd 15 NM.



GRAHAM USFS (See ATLANTA)

GRANGEVILLE

IDAHO CO (S8Ø) 1 N UTC−8(−7DT) N45°56.55′ W116°07.41′ **GREAT FALLS**
3314 B S2 **FUEL** 100LL, JET A NOTAM FILE BOI **H–1C, L–13B**
RWY 07–25: H5101X75 (ASPH) S–75, D–95, 2D–145 MIRL 0.5% up E **IAP**
RWY 07: REIL. Thld dsplcd 100′. Road.
AIRPORT REMARKS: Unattended. 24 hr self svc credit card fueling facility. Considerable USFS Fire retardant opns during summer months. Parachute activity May thru Aug. ACTIVATE REIL Rwy 07—CTAF. MIRL Rwy 07–25 operates continuously.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SEATTLE CENTER APP/DEP CON** 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.
DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03′ W116°12.38′ 344° 70.6 NM to fld. 7333/19E.



GRASMERE (U91) 0 S UTC−7(−6DT) N42°22.40′ W115°52.77′ **SALT LAKE CITY**
5134 NOTAM FILE BOI
RWY 05–23: 2750X150 (DIRT)
RWY 05: Fence.
AIRPORT REMARKS: Unattended. Rwy 05–23 surface may be poor due to damage by livestock, ground vehicles and rodents. Rwy 05, 4′ fence at 90′ on centerline, 7′ road at 150′ on center, 65′ marked powerline at 900′ on centerline. Rwy 05–23 edges and thlds marked with white rocks. No winter maintenance. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9

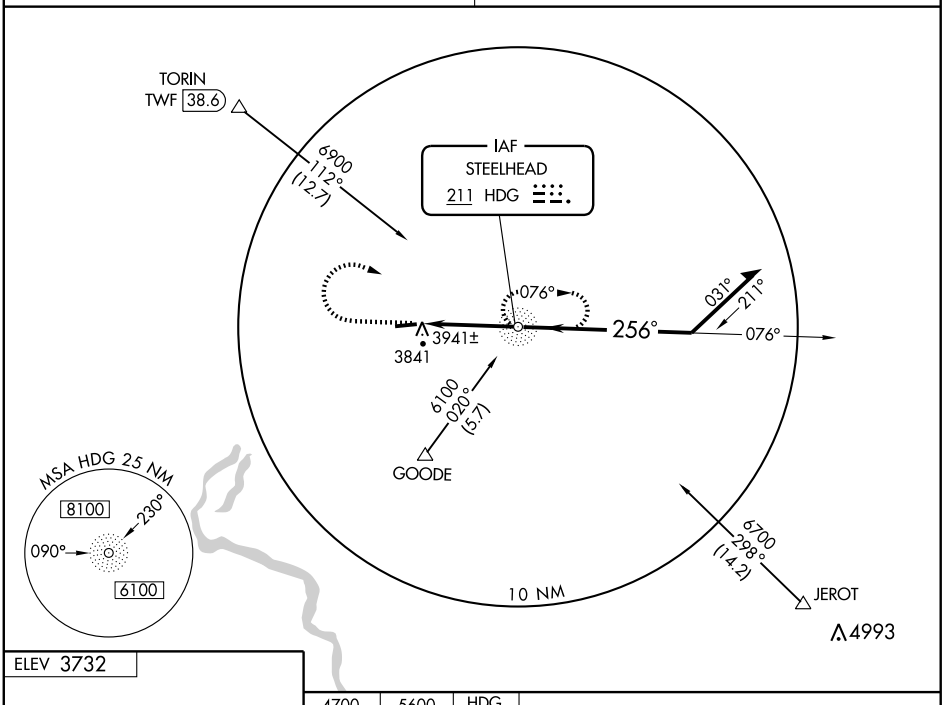
NDB HDG	APP CRS		
211	256°	Rwy Idg	4745
		TDZE	3732
		Apt Elev	3732

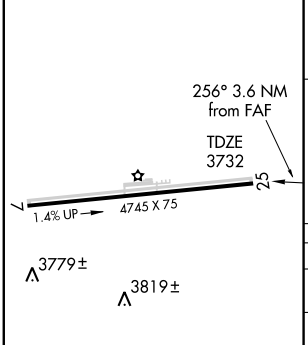
NDB RWY 25
GOODING MUNI (GNG)

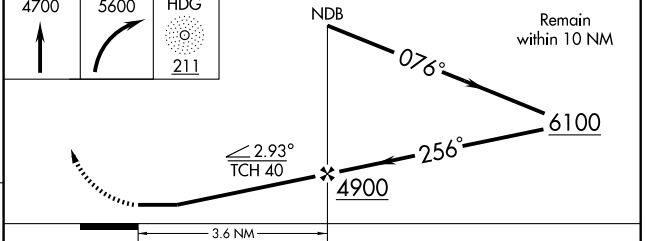
T NA Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Jerome County altimeter setting.

MISSED APPROACH: Climb to 4700 then climbing right turn to 5600 direct HDG NDB and hold.

SALT LAKE CENTER	UNICOM
118.05 363.0	122.8 (CTAF) L★







MIRL Rwy 7-25 L★

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-25	4260-1	528 (600-1)	4260-1½ 528 (600-1½)	4260-1¾ 528 (600-1¾)
CIRCLING	4260-1	528 (600-1)	4260-1½ 528 (600-1½)	4300-2 568 (600-2)
JEROME COUNTY ALTIMETER SETTING MINIMUMS				
S-25	4340-1	608 (700-1)	4340-1¾ 608 (700-1¾)	4340-2 608 (700-2)
CIRCLING	4340-1	608 (700-1)	4340-1¾ 608 (700-1¾)	4340-2 608 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4745
CH 53709	068°	TDZE	3710
W07A		Apt Elev	3732

RNAV (GPS) RWY 7
GOODING MUNI (GNG)

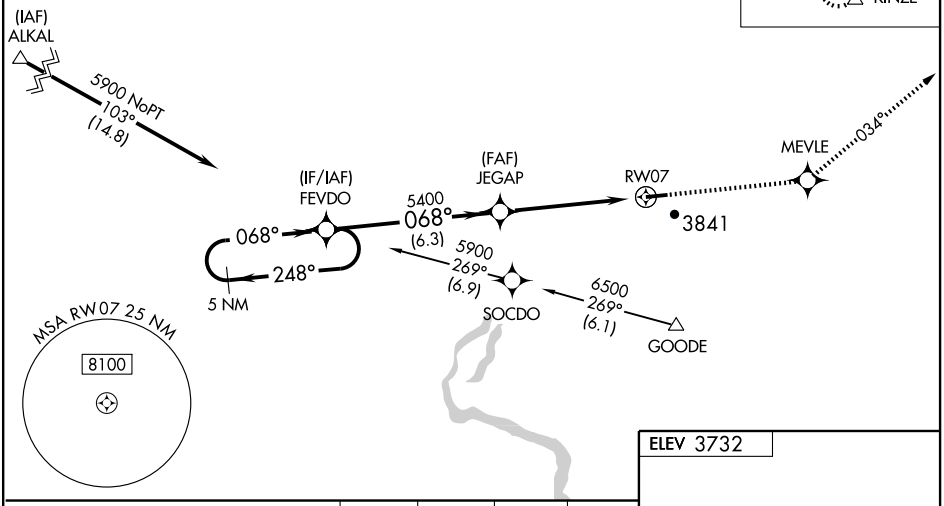
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Jerome County altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F).
Obtain local altimeter setting on CTAF; when not received, use Jerome County altimeter setting and increase all DA 86 feet and all MDA 100 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cat C and D ¼ mile, and circling visibility Cat C ¼ mile.

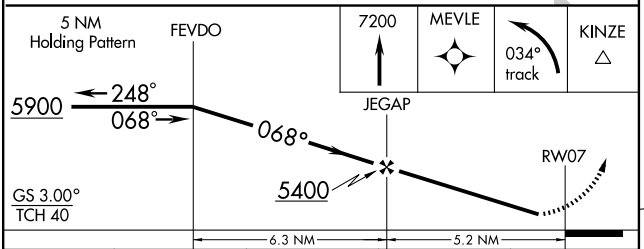
MISSED APPROACH: Climb to 7200 direct MEVLE and left turn via 034° track to KINZE and hold.

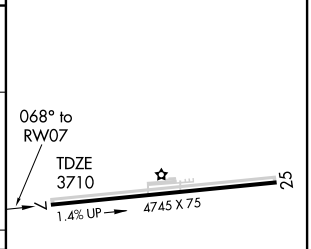
SALT LAKE CENTER	UNICOM
118.05 363.0	122.8 (CTAF) L ★

Procedure NA for arrivals at GOODE via V4 eastbound and V293 southeast bound.
Procedure NA for arrivals at ALKAL via V253 northwest bound.
Procedure NA for arrivals at ALKAL via V330 southwest bound.

MISSED APCH FIX
7 NM
351°
171°
KINZE







CATEGORY	A	B	C	D
LPV DA	3960-1 250 (300-1)			
LNAV/VNAV DA	4049-1¼ 339 (400-1¼)			
LNAV MDA	4120-1 410 (400-1)		4120-1¼ 410 (400-1¼)	
CIRCLING	4260-1 528 (600-1)		4260-1½ 528 (600-1½)	4300-2 568 (600-2)

MIRL Rwy 7-25 L ★

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

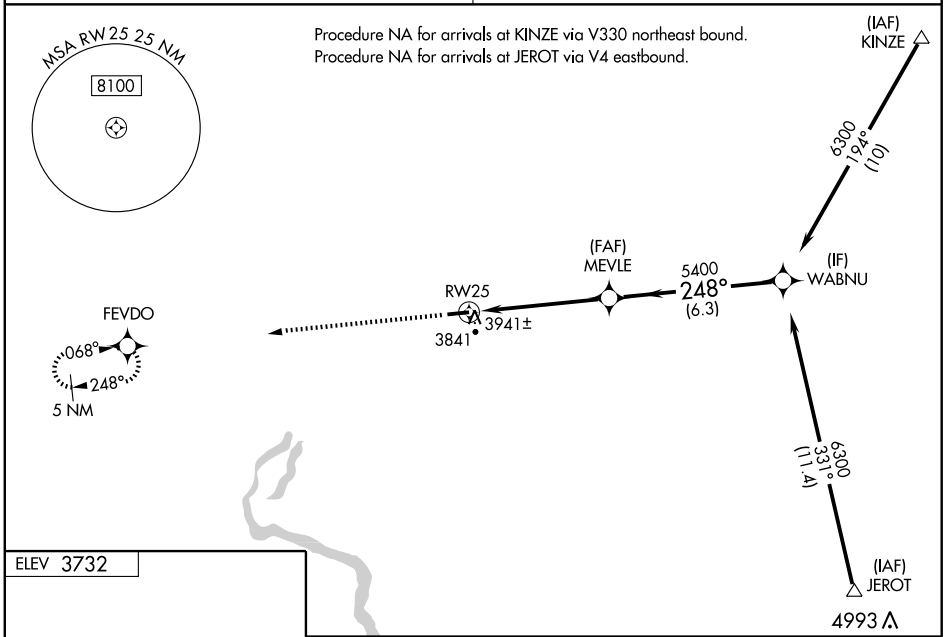
WAAS	APP CRS	Rwy Idg	4745
CH 45909	248°	TDZE	3732
W25A		Apt Elev	3732

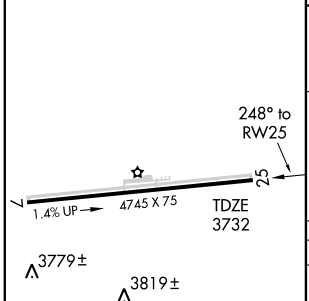
RNAV (GPS) RWY 25
GOODING MUNI (GNG)

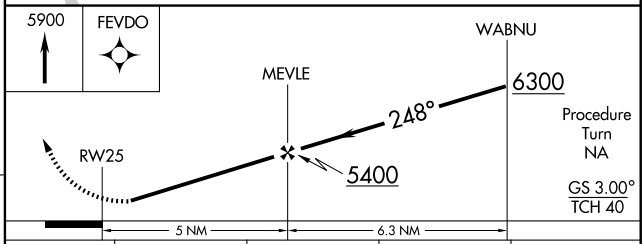
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Jerome County altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F).
Obtain local altimeter setting on CTAF; when not received, use Jerome County altimeter setting and increase all DA 86 feet and all MDA 100 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cat C and D ¼ mile, and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 5900 direct FEVDO and hold.

SALT LAKE CENTER	UNICOM
118.05 363.0	122.8 (CTAF)



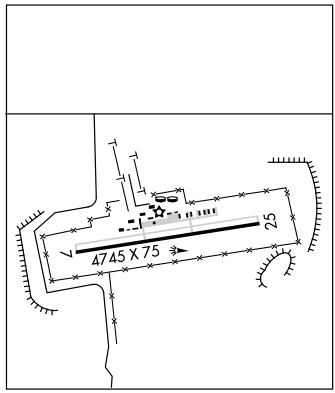




CATEGORY	A	B	C	D
LPV DA	4006-1 274 (300-1)			
LNAV/VNAV DA	4211-1¾ 479 (500-1¾)			
LNAV MDA	4200-1 468 (500-1)		4200-1¼ 468 (500-1¼)	4200-1½ 468 (500-1½)
CIRCLING	4260-1 528 (600-1)		4260-1½ 528 (600-1½)	4300-2 568 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

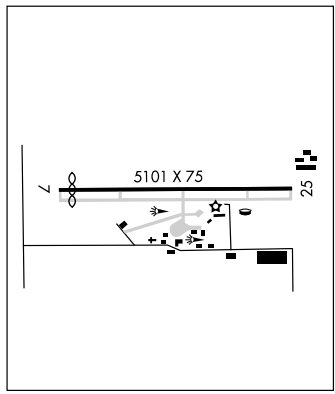
GOODING MUNI (GNG) 3 SW UTC−7(−6DT) N42°55.03′ W114°45.91′ **SALT LAKE CITY**
3732 B S4 **FUEL** 100LL, JET A NOTAM FILE BOI **L–11C**
RWY 07–25: H4745X75 (ASPH) S–12.5 MIRL 1.4% up NE **IAP**
RWY 07: Road.
AIRPORT REMARKS: Attended 1500–0000Z‡. For arpt attendant after hours call 208–539–5934 or 208–934–8298. Considerable helicopter ops. ACTIVATE MIRL Rwy 07–25—CTAF. 3 clicks medium ints–5 clicks high ints.
COMMUNICATIONS: CTAF/UNICOM 122.8
BLISS RCO 122.4 (BOISE RADIO)
SALT LAKE CENTER APP/DEP CON 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.
TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ 317° 28.9 NM to fld. 4140/18E.
STEELHEAD NDB (MHW) 211 HDG N42°54.97′ W114°40.45′ 255° 4.0 NM to fld. NOTAM FILE BOI. NDB unusable byd 15 NM.



GRAHAM USFS (See ATLANTA)

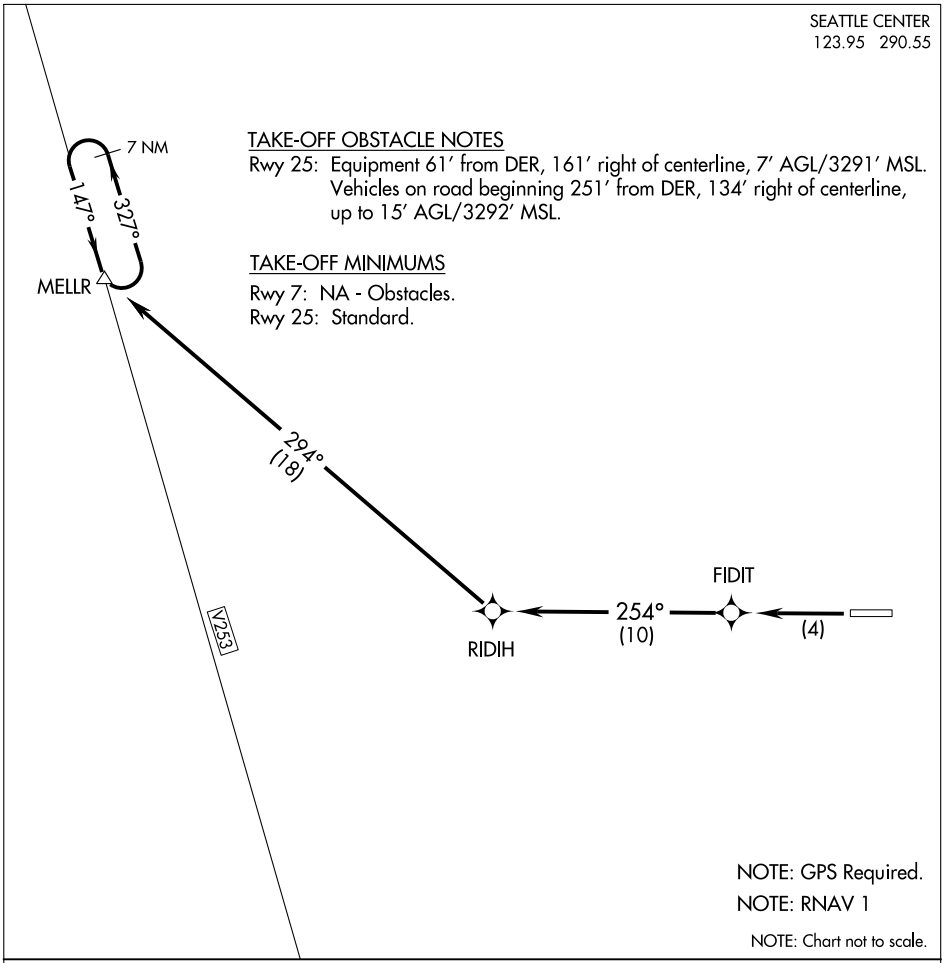
GRANGEVILLE

IDAHO CO (S8Ø) 1 N UTC−8(−7DT) N45°56.55′ W116°07.41′ **GREAT FALLS**
3314 B S2 **FUEL** 100LL, JET A NOTAM FILE BOI **H–1C, L–13B**
RWY 07–25: H5101X75 (ASPH) S–75, D–95, 2D–145 MIRL 0.5% up E **IAP**
RWY 07: REIL. Thld dsplcd 100′. Road.
AIRPORT REMARKS: Unattended. 24 hr self svc credit card fueling facility. Considerable USFS Fire retardant opns during summer months. Parachute activity May thru Aug. ACTIVATE REIL Rwy 07—CTAF. MIRL Rwy 07–25 operates continuously.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SEATTLE CENTER APP/DEP CON** 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.
DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03′ W116°12.38′ 344° 70.6 NM to fld. 7333/19E.



GRASMERE (U91) 0 S UTC−7(−6DT) N42°22.40′ W115°52.77′ **SALT LAKE CITY**
5134 NOTAM FILE BOI
RWY 05–23: 2750X150 (DIRT)
RWY 05: Fence.
AIRPORT REMARKS: Unattended. Rwy 05–23 surface may be poor due to damage by livestock, ground vehicles and rodents. Rwy 05, 4′ fence at 90′ on centerline, 7′ road at 150′ on center, 65′ marked powerline at 900′ on centerline. Rwy 05–23 edges and thlds marked with white rocks. No winter maintenance. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9

MELLR ONE DEPARTURE (RNAV) (OBSTACLE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Climb direct FIDIT then via depicted route to MELLR. Maintain 7400 or assigned altitude. Aircraft southeast bound on V253 continue climb in MELLR holding pattern to MEA before proceeding enroute.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5001
073°	TDZE	3302
	Apt Elev	3314

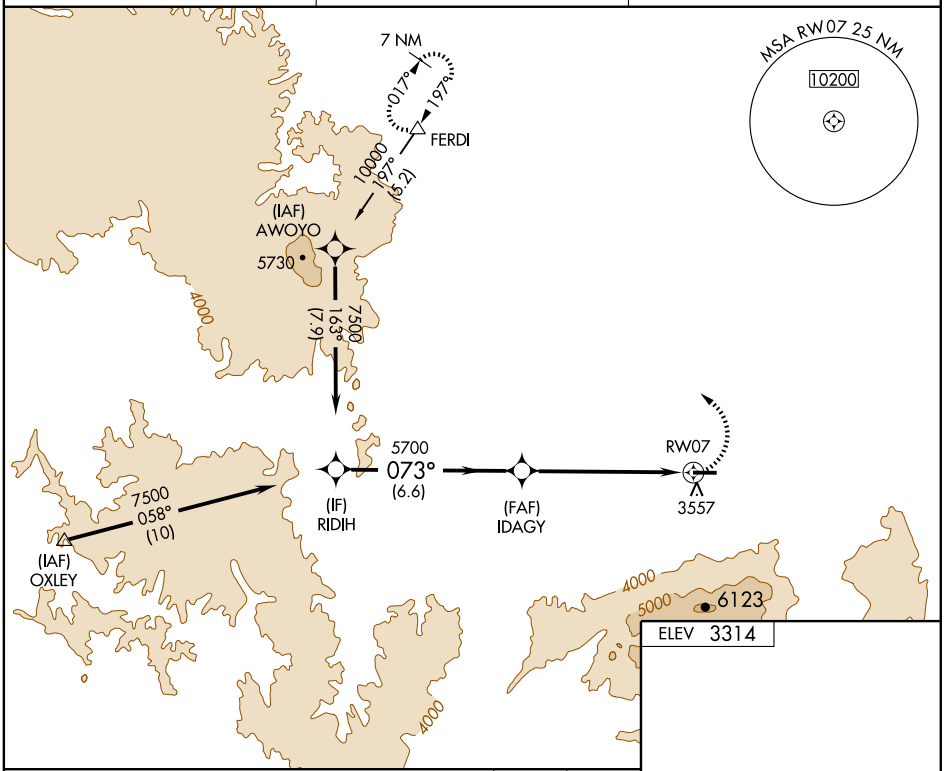
RNAV (GPS) RWY 7

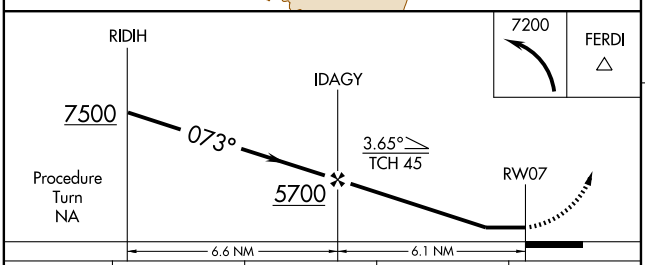
GRANGEVILLE/ IDAHO COUNTY (S80)

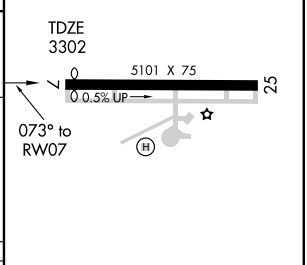
Circling NA south of Rwy 7-25.
NA
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Lewiston-Nez Perce County altimeter setting; when not received, use Pullman/Moscow Rgnl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 7200 direct FERDI and hold.

LEWISTON-NEZ PERCE COUNTY ASOS	SEATTLE CENTER	CTAF
135.575	123.95 290.55	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	4660-1¼ (1358 (1400-1¼))	4660-1½ (1358 (1400-1½))	4660-3 (1358 (1400-3))	NA
CIRCLING	4660-1¼ (1346 (1400-1¼))	4660-1½ (1346 (1400-1½))	4660-3 (1346 (1400-3))	NA

MIRL Rwy 7-25
REIL Rwy 7 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5101
239°	TDZE	3314
	Apt Elev	3314

RNAV (GPS) RWY 25

GRANGEVILLE/ IDAHO COUNTY (S80)

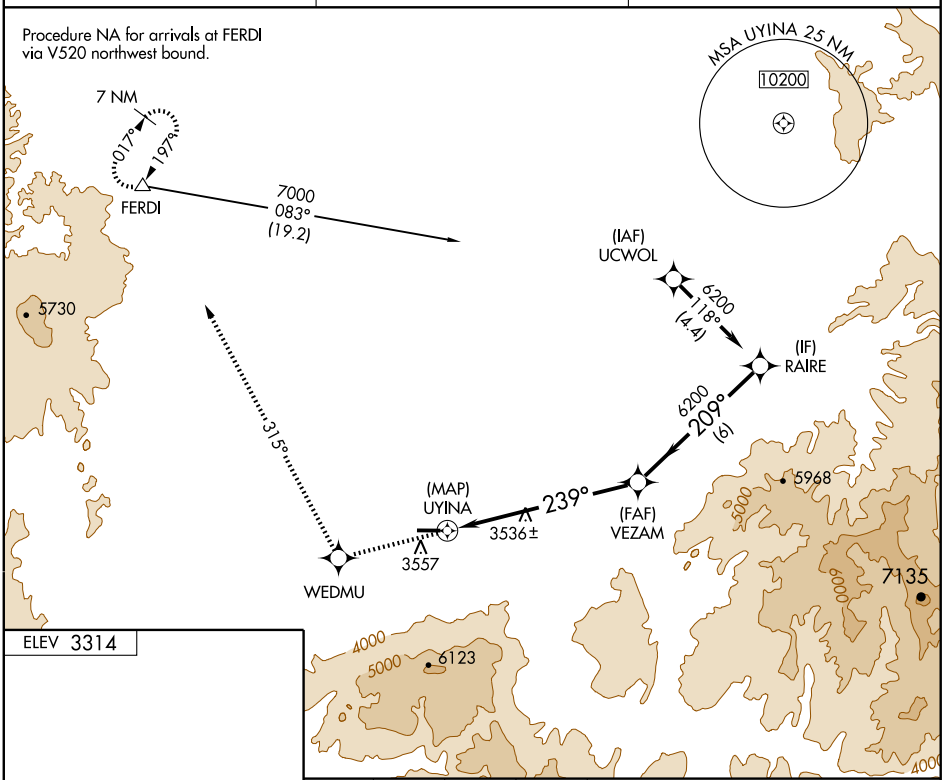
T
A NA

Circling NA south of Rwy 7-25.
DME/DME RNP-0.3 NA.
Use Lewiston-Nez Perce County altimeter setting; when not received, use Pullman/Moscow Rgnl altimeter setting and increase all MDA 40 feet.

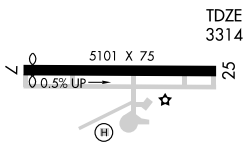
MISSED APPROACH: Climb to 7200 direct WEDMU and via 315° track to FERDI and hold, continue climb-in-hold to 7200.

LEWISTON-NEZ PERCE COUNTY ASOS	SEATTLE CENTER	CTAF
135.575	123.95 290.55	122.9 L

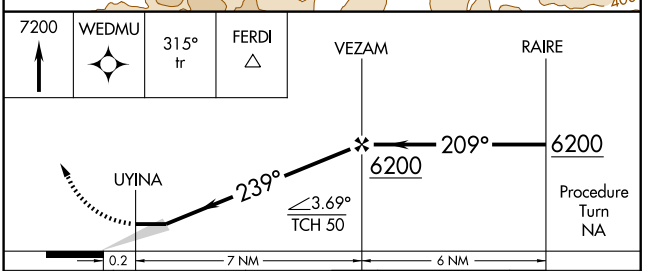
Procedure NA for arrivals at FERDI via V520 northwest bound.



ELEV 3314



MIRL Rwy 7-25
REIL Rwy 7 L



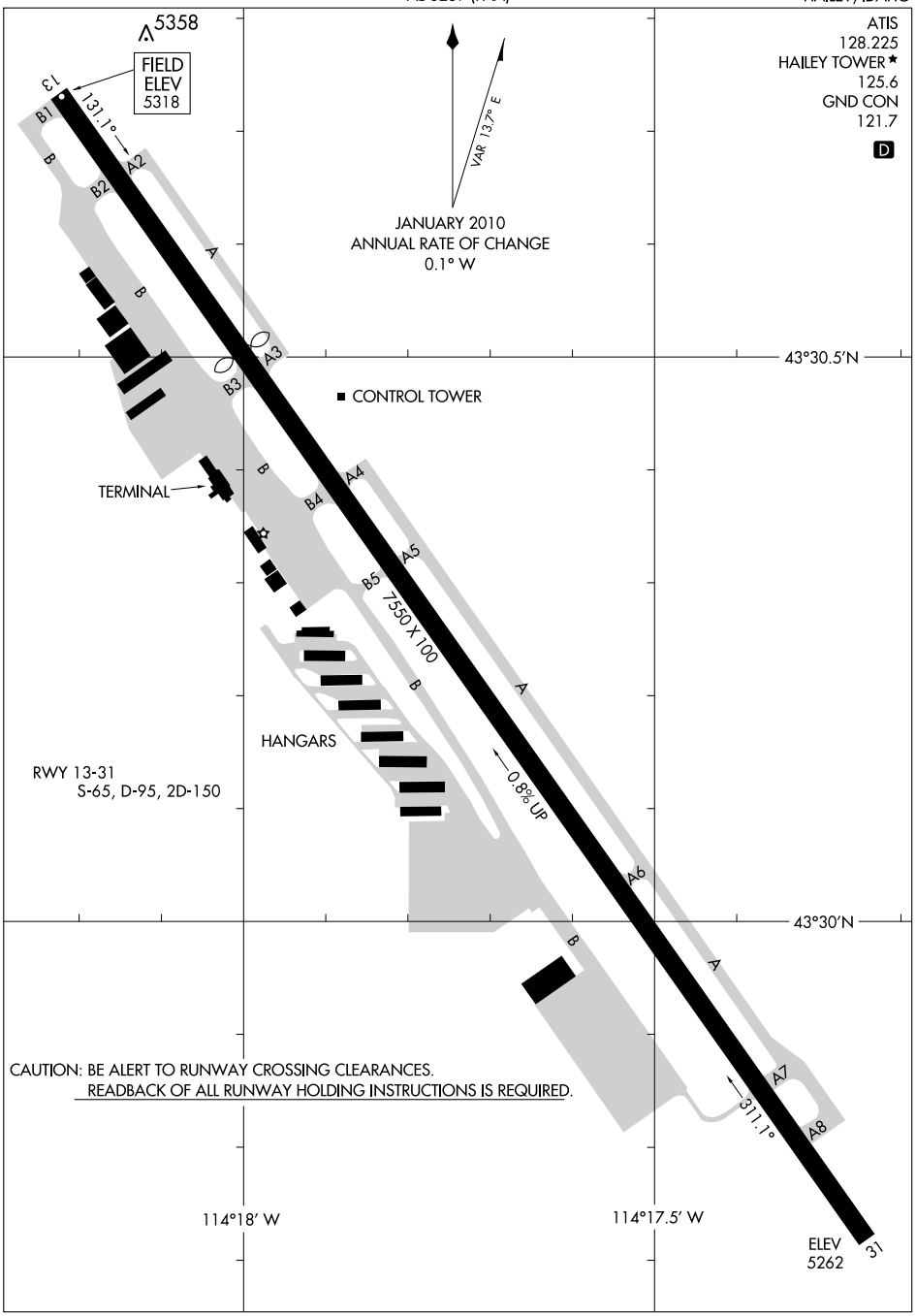
CATEGORY	A	B	C	D
LNAV MDA	4720-1¼ 1406 (1500-1¼)	4720-1½ 1406 (1500-1½)	4720-3 1406 (1500-3)	NA
CIRCLING	4720-1¼ 1406 (1500-1¼)	4720-1½ 1406 (1500-1½)	4720-3 1406 (1500-3)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

HAILEY/ FRIEDMAN MEMORIAL (SUN)
HAILEY, IDAHO

AL-6239 (FAA)



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
HAILEY, IDAHO
HAILEY/ FRIEDMAN MEMORIAL (SUN)
10210

GROUSE

ANTELOPE VALLEY (U92) 1 W UTC−7(−6DT) N43°40.63′ W113°36.16′ **SALT LAKE CITY**

6180 NOTAM FILE BOI

RWY 05–23: 3450X130 (TURF)

RWY 05: Road. **RWY 23:** P–line.

AIRPORT REMARKS: Unattended. CLOSED to wheeled acft winters. No winter maintenance. Recommend ldg Rwy 05; tkf Rwy 23 when wind conditions allow. Arpt located in mountain valley surrounded by high terrain. Rwy 05–23 edges and thld marked with white rock. +5′ sagebrush adjacent to both rwy edges and Rwy 05 thld.

COMMUNICATIONS: CTAF 122.9

HAILEY N43°19.75′ W114°14.55′ NOTAM FILE SUN. **SALT LAKE CITY**

NDB/DME (MHW) 220 HLE Chan 25 332° 10.8 NM to Friedman Mem. NDB unmonitored. **L–11C**

DME unmonitored.

NDB portion unusable:

310°–350° byd 6 NM

DME unusable:

280°–080° byd 12NM 080°–280°.

RCO 122.4 (BOISE RADIO)

HAILEY

FRIEDMAN MEM (SUN) 1 SE UTC−7(−6DT) N43°30.23′ W114°17.73′ **SALT LAKE CITY**

5318 B S4 **FUEL** 100LL, JET A1 + OX 1, 3 Class I, ARFF Index A NOTAM FILE SUN **H–3C, L–11C**

RWY 13–31: H7550X100 (ASPH–GRVD) S–65, D–95, 2D–150 HIRL 0.8% up NW **IAP, AD**

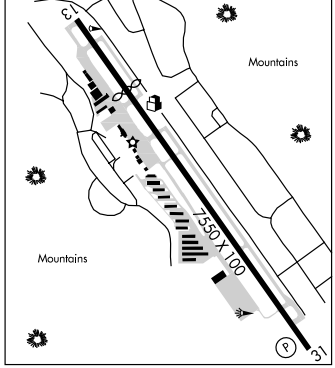
RWY 13: Thld dsplcd 1701′. Road.

RWY 31: PAPI(P4L)—GA 3.5° TCH 55′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA–7150 TODA–7550 ASDA–7150 LDA–5450

RWY 31: TORA–5850 TODA–7550 ASDA–6631 LDA–6631



AIRPORT REMARKS: Attended dawn–dusk. Fuel avbl after dusk PPR 208–788–9511. Airfield sfc conditions not monitored between the hours of 0600Z‡ and 1400Z‡. Bird activity SE end Rwy 31. When twr closed land Rwy 31—tkf Rwy 13 due to opposite direction traffic; use landing lights in traffic pattern. Due to opposite traffic: approach Rwy 31 along E side of valley: depart Rwy 13 along W side of valley: show landing light. Ctc aprt manager 208–788–4956 or 208–788–3702 for noise abatement procedures. APU ops ltd to 30 minutes maximum run time. Not recommended for night use or in marginal weather by unfamiliar pilots due to mountainous terrain. Twy A open between Twys A2 and A3 daylight hours only. Twys A–5 and B–5 restricted to acft with wingspans of 49′ or less (Acft Design Group I) only. PPR for all unscheduled acft ops utilizing acft with a type certificate for more than 30 passenger seats. PPR for all scheduled air carrier ops between 0600–1300Z‡ call arpt manager 208–788–4956. No locked brake turns. ACTIVATE HIRL Rwy 13–31—CTAF when twr clsd. PAPI Rwy 31 opr 24 hrs. Ldg fee for acft greater than 6,000 lbs.

WEATHER DATA SOURCES: AWOS–3 128.225 (208) 788–9213. LAWRS.

COMMUNICATIONS: CTAF 125.6 **ATIS** 128.225 (208) 788-2108 **UNICOM** 122.95

HAILEY RCO 122.4 (BOISE RADIO)

SALT LAKE CENTER APP/DEP CON 118.05.

HAILEY TOWER 125.6 (1400–0600Z‡) **GND CON** 121.7

AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BYI.

BURLEY (L) VORW/DME 114.1 BYI Chan 88 N42°34.82′ W113°51.95′ 323° 58.6 NM to fld. 4230/18E.

HAILEY NDB/DME (MHW) 220 HLE Chan 25 N43°19.75′ W114°14.55′ 332° 10.8 NM to fld. NOTAM FILE SUN. NDB unmonitored. DME unmonitored.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

AURELIA TWO DEPARTURE (RNAV)

GND CON
121.7
HAILEY TOWER★
125.6
SALT LAKE CENTER
118.05 353.0
UNICOM 122.95

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 763′ from DER, 3′ right of centerline, up to 100′ AGL/5345′ MSL.

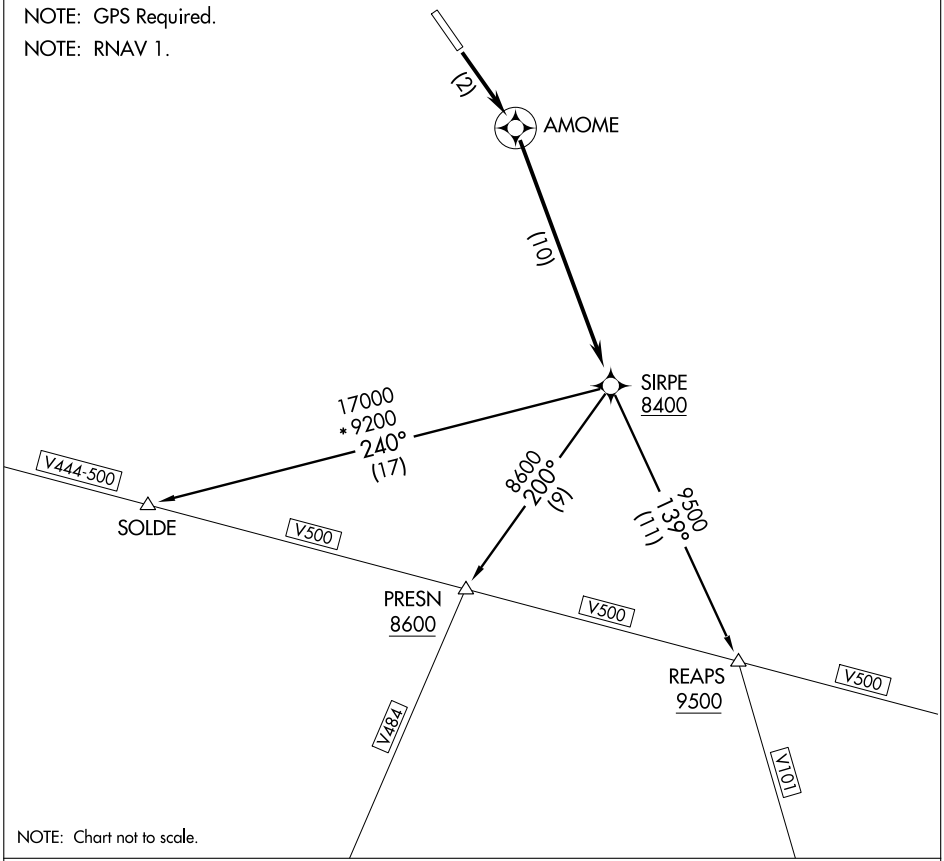
TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 400′ per NM to 6700. ATC climb of 400′ per NM to 7300.

Rwy 31: NA, Obstacles.

NOTE: GPS Required.

NOTE: RNAV 1.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climb direct AMOME, then climbing right turn direct SIRPE to cross SIRPE; cross SIRPE at or above 8400, Thence....via (Transition).

PRESN TRANSITION (AUREL2.PRESN)

REAPS TRANSITION (AUREL2.REAPS)

SOLDE TRANSITION (AUREL2.SOLDE)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NDB/DME HLE 220 DME Chan 25	APP CRS 330°	Rwy Idg N/A TDZE N/A Apt Elev 5313

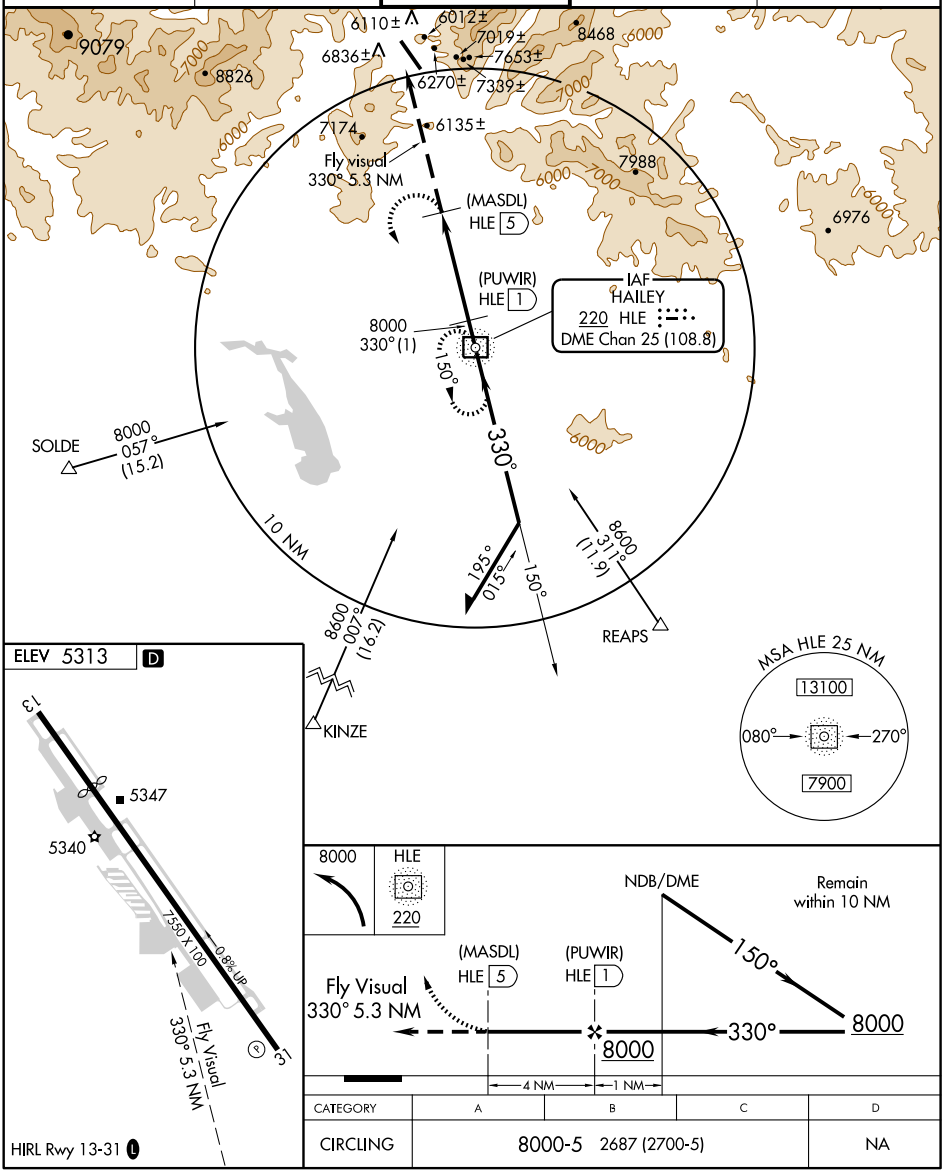
NDB/DME or GPS-A

HAILEY/FRIEDMAN MEMORIAL (SUN)

Occasional ADF needle swings away from the final approach course are to be expected north of missed approach point. When control tower closed, procedure not authorized. Procedure not authorized at night.

MISSED APPROACH: Left turn to 8000 direct HLE NDB/DME and hold.

ATIS	SALT LAKE CENTER	HAILEY TOWER ★	GND CON	UNICOM
128.225	118.05 353.0	125.6 (CTAF) L	121.7	122.95



CATEGORY	A	B	C	D
CIRCLING	8000-5 2687 (2700-5)			NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) W RWY 31

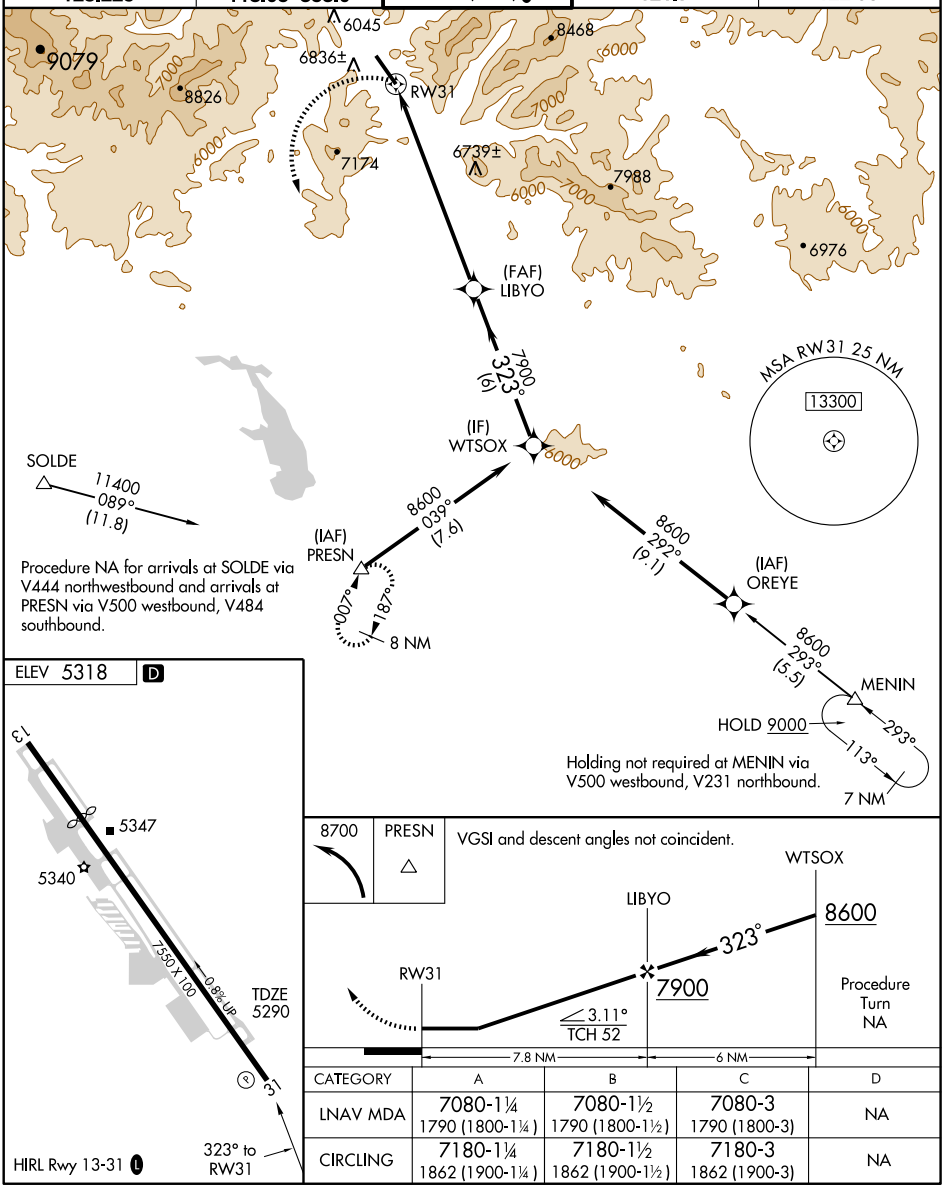
HAILEY/FRIEDMAN MEMORIAL (SUN)

APP CRS	Rwy Idg	6631
323°	TDZE	5290
	Apt Elev	5318

Circling NA at night.
Circling NA east of Rwy 13-31.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 8700 direct PRESN and hold. When authorized by ATC, climb-in-hold to 12500.

ATIS	SALT LAKE CENTER	HAILEY TOWER ★	GND CON	UNICOM
128.225	118.05 353.0	125.6 (CTAF) L	121.7	122.95



CATEGORY	A	B	C	D
LNAV MDA	7080-1¼ 1790 (1800-1¼)	7080-1½ 1790 (1800-1½)	7080-3 1790 (1800-3)	NA
CIRCLING	7180-1¼ 1862 (1900-1¼)	7180-1½ 1862 (1900-1½)	7180-3 1862 (1900-3)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6631
314°	TDZE	5290
	Apt Elev	5318

RNAV (RNP) Y RWY 31

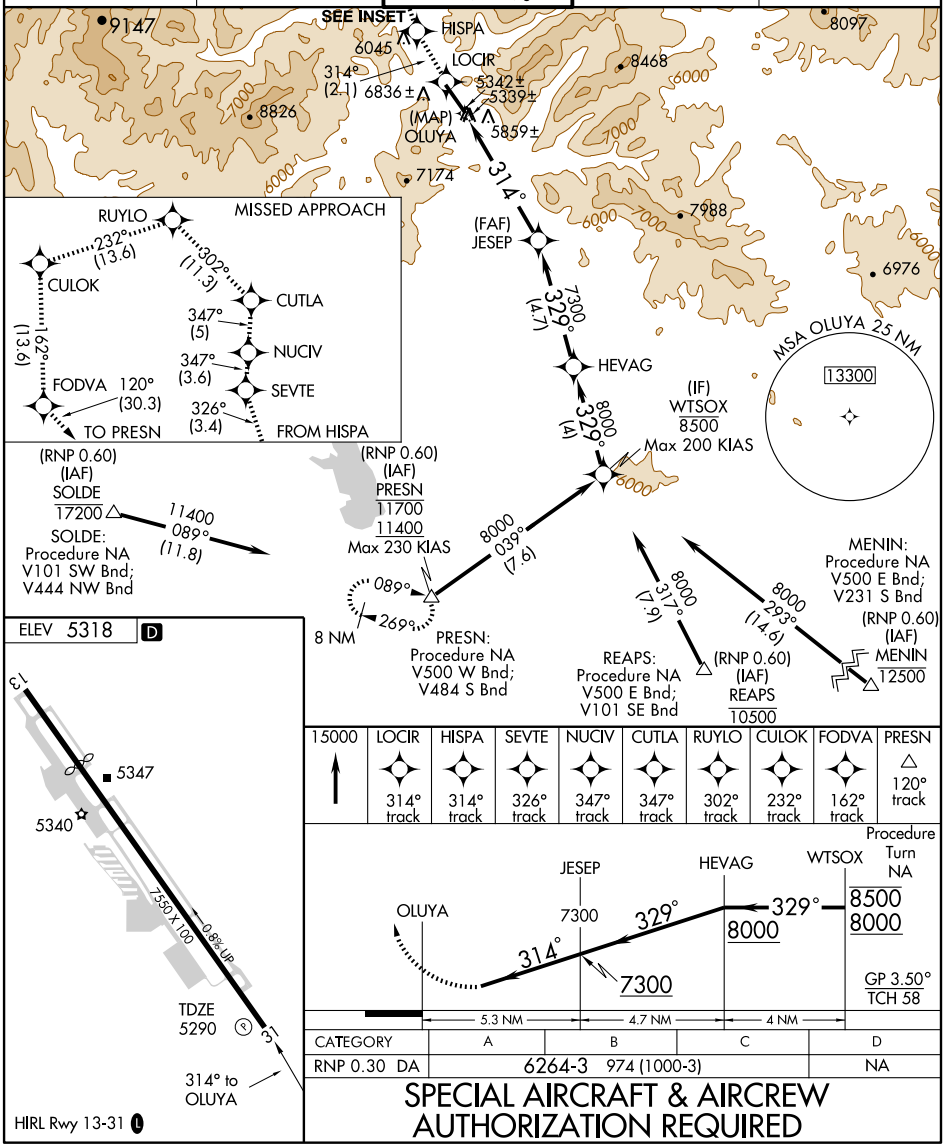
HAILEY/FRIEDMAN MEMORIAL (SUN)

T
NA

GPS required. When VGSI inoperative, procedure NA at night.
For uncompensated Baro-VNAV systems, procedure NA below -25°C (-14°F) or above 37°C (99°F).
Missed approach requires RNP less than 1.0 and minimum climb of 330 feet per NM to 14500. Visibility reduction by helicopters NA.
Final approach course offset 5.00°.

MISSED APPROACH: Climb to 15000 via 314° track to LOCIR, 314° track to HISPA, 326° track to SEVTE, 347° track to NUCIV, 347° track to CUTLA, 302° track to RUYLO, 232° track to CULOK, 162° track to FODVA, 120° track to PRESN and hold.

ATIS	SALT LAKE CENTER	HAILEY TOWER ★	GND CON	UNICOM
128.225	118.05 353.0	125.6 (CTAF) L	121.7	122.95



15000	LOCIR	HISPA	SEVTE	NUCIV	CUTLA	RUYLO	CULOK	FODVA	PRESN
	314° track	314° track	326° track	347° track	347° track	302° track	232° track	162° track	△ 120° track

CATEGORY	A	B	C	D
RNP 0.30 DA	6264-3	974 (1000-3)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-590 (FAA)

ATIS
135.325
IDAHO FALLS TOWER ★
118.5 257.8
GND CON
121.7
CLNC DEL
121.7
128.35 239.25 (When Tower Closed)

VAR 12.9° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

HOT 3
ELEV 4731
17
HOT 2
ELEV 4731
20
A
A-1
205.1°
169.0°
B
4051 X 75
HOT 1
H
FBO
C
C
C
43°31′N
FIRE STATION
FBO
HANGAR 7
TWR 4833
PASSENGER TERMINAL
A-2
9002 X 150
FBO
H
A
B
349.0°
ELEV 4731
35
GENERAL AVIATION PARKING
FBO
CIVIL AIR PATROL
FIELD ELEV 4744
A-3
CORPORATE PARKING
A
A-4
025.1°
A
A-5
ELEV 4742

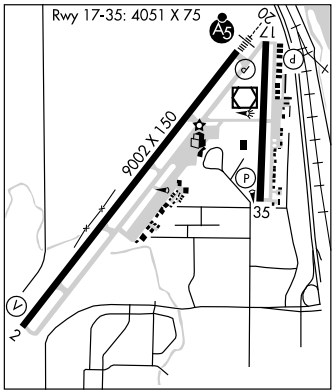
RWY 02-20
S-140, D-175, S2-175, 2D-270
RWY 17-35
S-43, D-58

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

43°30′N
112°05′W
112°04′W

NW-1, 26 AUG 2010 to 23 SEP 2010

IDAHO FALLS RGNL (IDA) 2 NW UTC−7(−6DT) N43°30.82′ W112°04.25′ **SALT LAKE CITY**
4744 B S4 **FUEL** 100LL, JET A1 OX 1, 2, 3, 4 TPA–See remarks Class I, ARFF Index B **H–3D, L–11D**
NOTAM FILE IDA **IAP, AD**
RWY 02–20: H9002X150 (ASPH–GRVD) S–140, D–175, 2S–175, 2D–270 HIRL
RWY 02: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 17–35: H4051X75 (ASPH) S–43, D–58 MIRL
RWY 17: PAPI(P4L)—GA 3.0° TCH 40′.
RWY 35: PAPI(P4L)—GA 3.5° TCH 45′. Antenna.
AIRPORT REMARKS: Attended 1230–0430Z‡. Sfc conditions unmonitored Nov–Mar 1300–1830Z‡ and Apr–Oct 0700–2100Z‡. Flocks of birds and waterfowl on and invof arpt all year. Extensive agricultural ops. Acft ops be alert for possible incursions, no line of sight between rwys. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 208–529–1221. TPA–6244 (1500) multi–engine/turbojet acft, 5744 (1000) single–engine acft, 5244 (500) rotorcraft. Rwy 20 touchdown runway visual range avbl. When twr is clsd, Twy A between Twy A1 and the hold short line for Rwy 17 is clsd in order to protect Rwy 20 precision apchs. When twr clsd, ACTIVATE HIRL Rwy 02–20, REIL Rwy 02 and MALSR Rwy 20—CTAF.



WEATHER DATA SOURCES: ASOS 135.325 (208) 524–4553 or (208) 524–6048.
COMMUNICATIONS: CTAF 118.5 **ATIS** 135.325 (208) 524–6048. **UNICOM** 122.95
RCO 122.55 (BOISE RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 128.35
TOWER 118.5 (1400–0300Z‡) **GND CON** 121.7 **CLNC DEL** 121.7 (1400–0300Z‡)
128.35 (SALT LAKE CITY CENTER 0300–1400Z‡)
AIRSPACE: CLASS D svc 1400–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IDA.
(H) VORW/DME 113.85 IDA Chan 85(Y) N43°31.14′ W112°03.84′ at fld. 4724/15E.
SWEDEN NDB (MHW) 350 SWU N43°25.93′ W112°09.75′ 024° 6.3 NM to fld.
NDB unusable 025°–080° beyond 20 NM all altitudes.
UCONN NDB (LOM) 324 ID N43°35.87′ W111°58.84′ 201° 6.4 NM to fld.
ILS/DME 111.1 I–IDA Chan 48 Rwy 20 Class IB. LOM UCONN NDB.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

INDIAN CREEK USFS (S81) 0 NE UTC−7(−6DT) N44°45.67′ W115°06.44′ **GREAT FALLS**
4701 NOTAM FILE BOI
RWY 04–22: 4650X40 (DIRT)
RWY 04: Tree. **RWY 22:** Tree.
AIRPORT REMARKS: Unattended. No winter maintenance. Tfc observance in vicinity of Pistol Creek Arpt located 2.5 miles upstream. Be advised USFS recommends, when departing up or down stream remain in main canyon. Do not attempt to climb outside canyons. Rwy 04–22 edges and thlds marked with white rocks, Rwy 04–22 40′ useable width, rwy edge markers are 100′ apart.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-IDA	APP CRS	Rwy Idg	9002
111.1	203°	TDZE	4735
Chan 48		Apt Elev	4744

ILS or LOC RWY 20

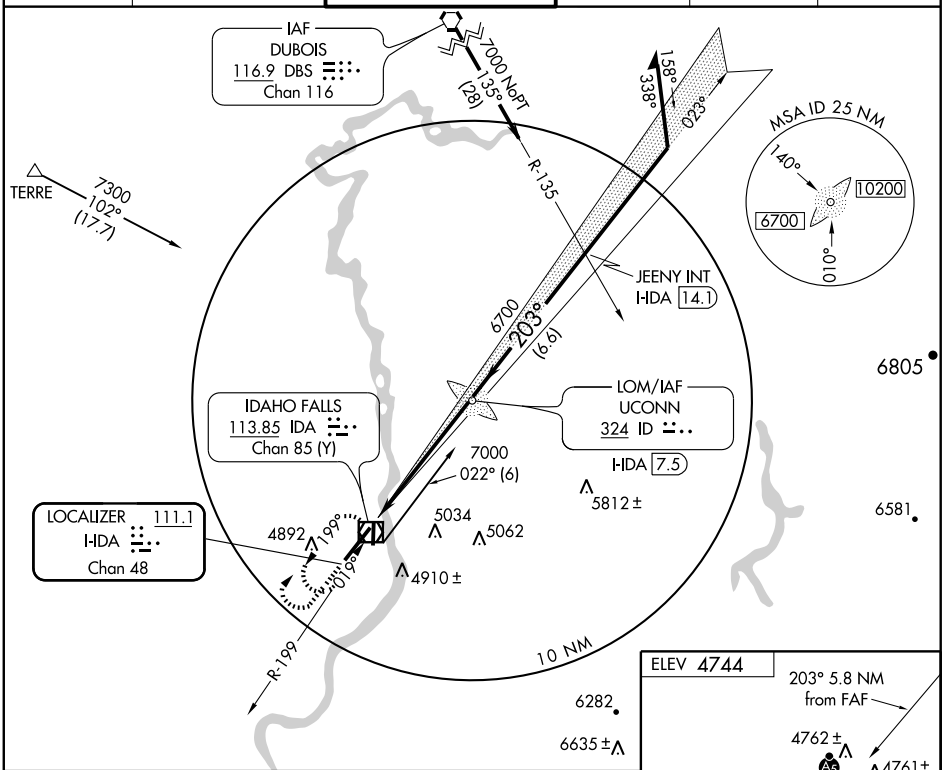
IDAHO FALLS RGNL (IDA)

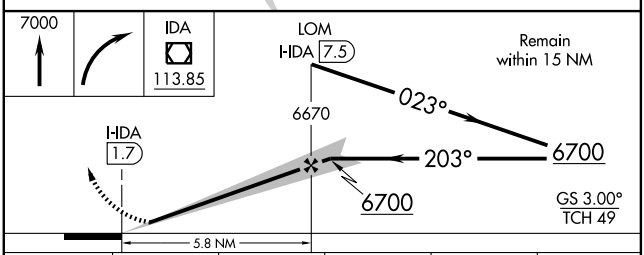
* Visibility CAT A/B/C/D, RVR 1800 authorized with the use of FD or AP or HUD to DA.

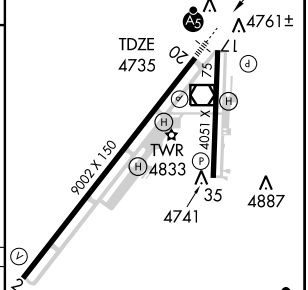
MALSR

MISSED APPROACH: Climb to 7000, then right turn direct IDA VOR/DME and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER*	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95







CATEGORY	A	B	C	D	E
S-ILS 20	*4935/24 200 (200-½)				
S-LOC 20	5140/24 405 (400-½)		5140/40 405 (400-¾)		5140/50 405 (400-1)
CIRCLING	5200-1 456 (500-1)	5220-1 476 (500-1)	5260-1½ 516 (600-1½)	5340-2 596 (600-2)	5420-2½ 676 (700-2½)

REIL Rwy 2 L
HIRL Rwy 2-20 L
MIRL Rwy 17-35

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

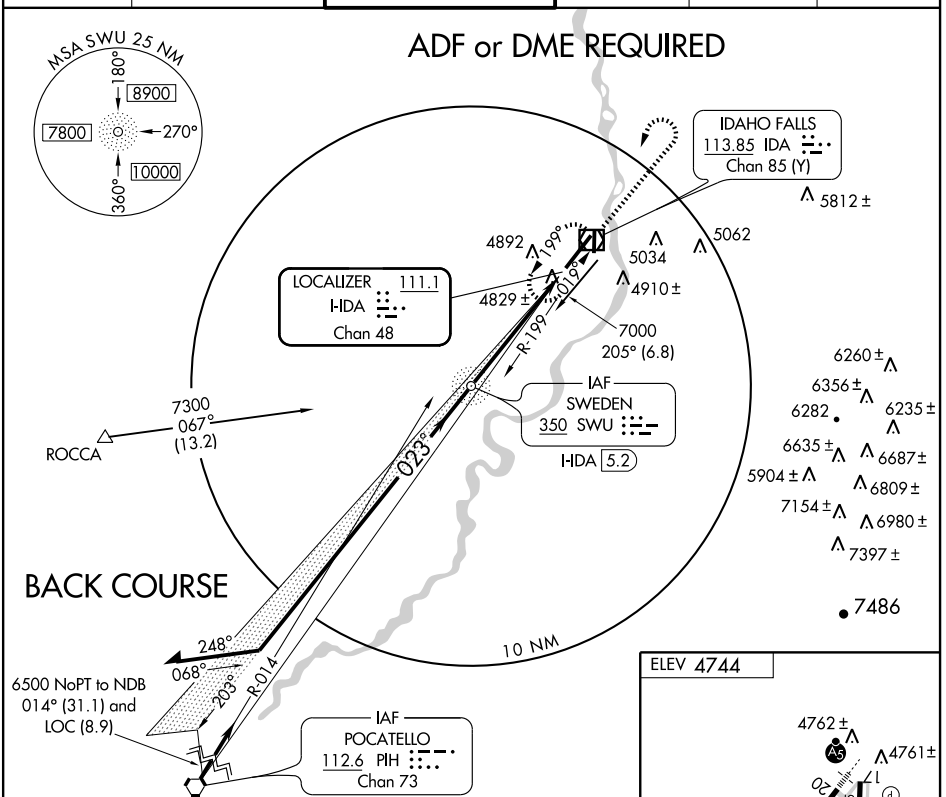
LOC/DME I-IDA	APP CRS	Rwy Idg	9002
111.1	023°	TDZE	4744
Chan 48		Apt Elev	4744

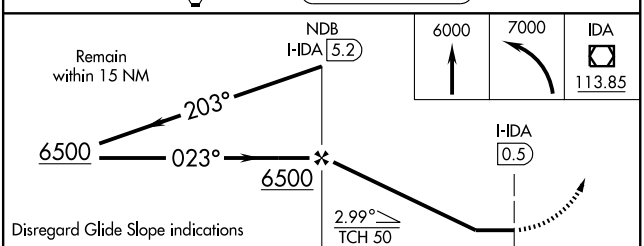
LOC BC RWY 2
IDAHO FALLS RGNL (IDA)

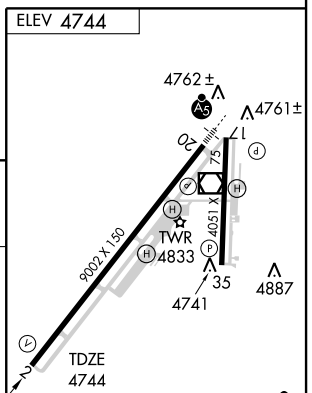
MISSED APPROACH: Climb to 6000 then climbing left turn to 7000 direct IDA VOR/DME and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95

NW-1, 26 AUG 2010 to 23 SEP 2010







CATEGORY	A	B	C	D	E
S-LOC 2	5080-1 336 (400-1)				5080-1¼ 336 (400-1¼)
CIRCLING	5200-1 456 (500-1)	5220-1 476 (500-1)	5260-1½ 516 (600-1½)	5340-2 596 (600-2)	5420-2½ 676 (700-2½)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

LOM ID	APP CRS	Rwy Idg	9002
324	204°	TDZE	4735
		Apt Elev	4744

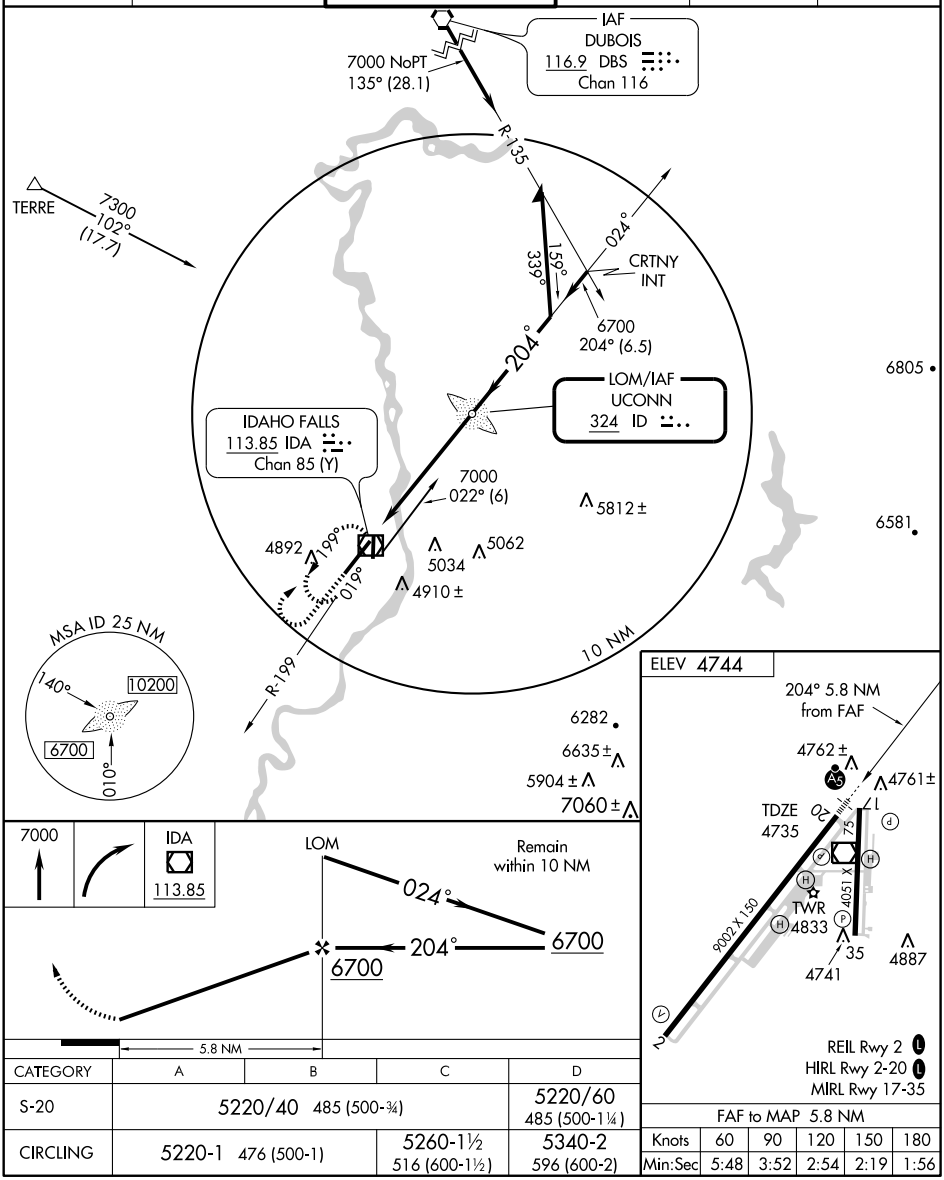
NDB RWY 20

IDAHO FALLS RGNL (IDA)

MALSR

MISSED APPROACH: Climb to 7000 then right turn direct IDA VOR/DME and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95



CATEGORY	A	B	C	D
S-20	5220/40 485 (500-¾)			5220/60 485 (500-1¼)
CIRCLING	5220-1 476 (500-1)		5260-1½ 516 (600-1½)	5340-2 596 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9002
CH 97501	023°	TDZE	4744
W02A		Apt Elev	4744

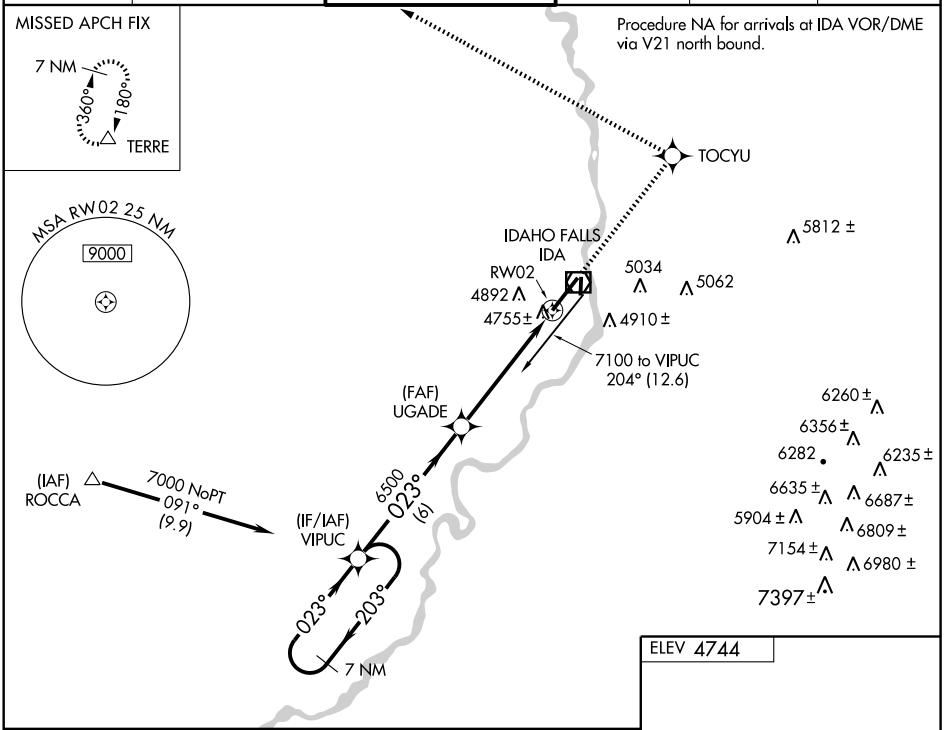
RNAV (GPS) RWY 2

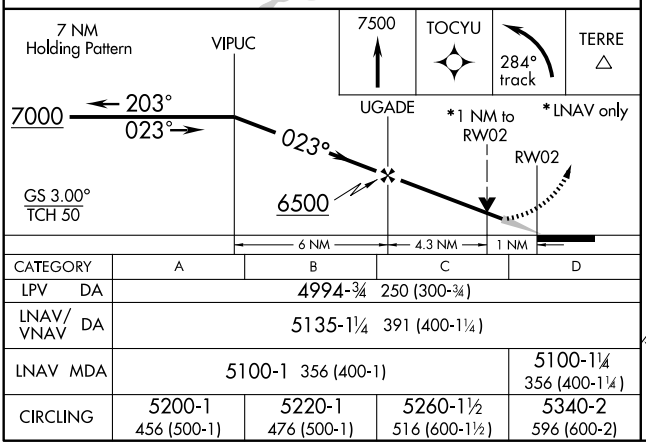
IDAHO FALLS RGNL (IDA)

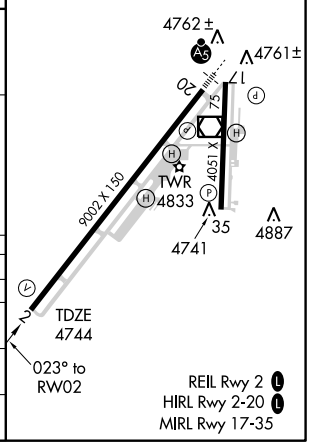
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (103°F).
When VGSI inoperative, circling Rwy 35 NA at night.

MISSED APPROACH: Climb to 7500 direct TOCYU and left turn via 284° track to TERRE and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	4994-¾ 250 (300-¾)			
LNAV/VNAV DA	5135-1¼ 391 (400-1¼)			
LNAV MDA	5100-1 356 (400-1)			5100-1¼ 356 (400-1¼)
CIRCLING	5200-1 456 (500-1)	5220-1 476 (500-1)	5260-1½ 516 (600-1½)	5340-2 596 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9002
CH 40111	203°	TDZE	4735
W20A		Apt Elev	4744

RNAV (GPS) RWY 20

IDAHO FALLS RGNL (IDA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Rexburg-Madison County altimeter setting. When local altimeter setting not received, use Rexburg-Madison County altimeter setting and increase all DA 68 feet and all MDA 80 feet and increase LNAV/VNAV visibility all Cats ¼ mile. When VGSI inoperative, circling Rwy 35 NA at night.
For inoperative MALSR increase visibility LNAV Cat D to 1¼ mile.
For inoperative MALSR when using Rexburg-Madison County altimeter setting increase LPV visibility all Cats to 1 mile.

MALSR

MISSED APPROACH: Climb to 7000 direct VIPUC and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95

Procedure NA for arrival on DBS VORTAC airway radials 098 CW 180.

(IAF) DUBOIS DBS
7600 NoPT 136° (28.1)
(IAF) SABAT
7600 NoPT 191° (22.5)
MSA RW 20 25 NM
9200
7 NM
023° 203°
(IF/IAF) YAGUP
7600 NoPT 282° (6)
ZEKOL
6700 203° (6.2)
(FAF) WOTES
4989
6805
8200 282° (9.9)
(IAF) LUDIC
6581
4771±
7600 to YAGUP 022° (12.2)
5812±
RW20
4892
5034
4802
5062
4910±
IDAHO FALLS IDA

MISSED APCH FIX
VIPUC
023° 203°
7 NM

ELEV 4744
203° to RW20
4762±
4761±
TDZE 4735
RW20
75
4051 X
TWR 4833
9002 X 150
35
4887
4741

7000 VIPUC
*LNAV only
YAGUP
7 NM Holding Pattern
WOTES
023° 7600
203°
*1.1 NM to RW20
RW20
203°
6700
GS 3.00°
TCH 49
1.1 4.8 NM 6.2 NM

CATEGORY	A	B	C	D
LPV DA	4985/24 250 (300-½)			
LNAV/VNAV DA	5092/40 357 (400-¾)			
LNAV MDA	5140/24 405 (400-½)		5140/40 405 (400-¾)	5140/50 405 (400-1)
CIRCLING	5200-1 456 (500-1)	5220-1 476 (500-1)	5260-1½ 516 (600-1½)	5340-2 596 (600-2)

REIL Rwy 2 L
HIRL Rwy 2-20 L
MIRL Rwy 17-35

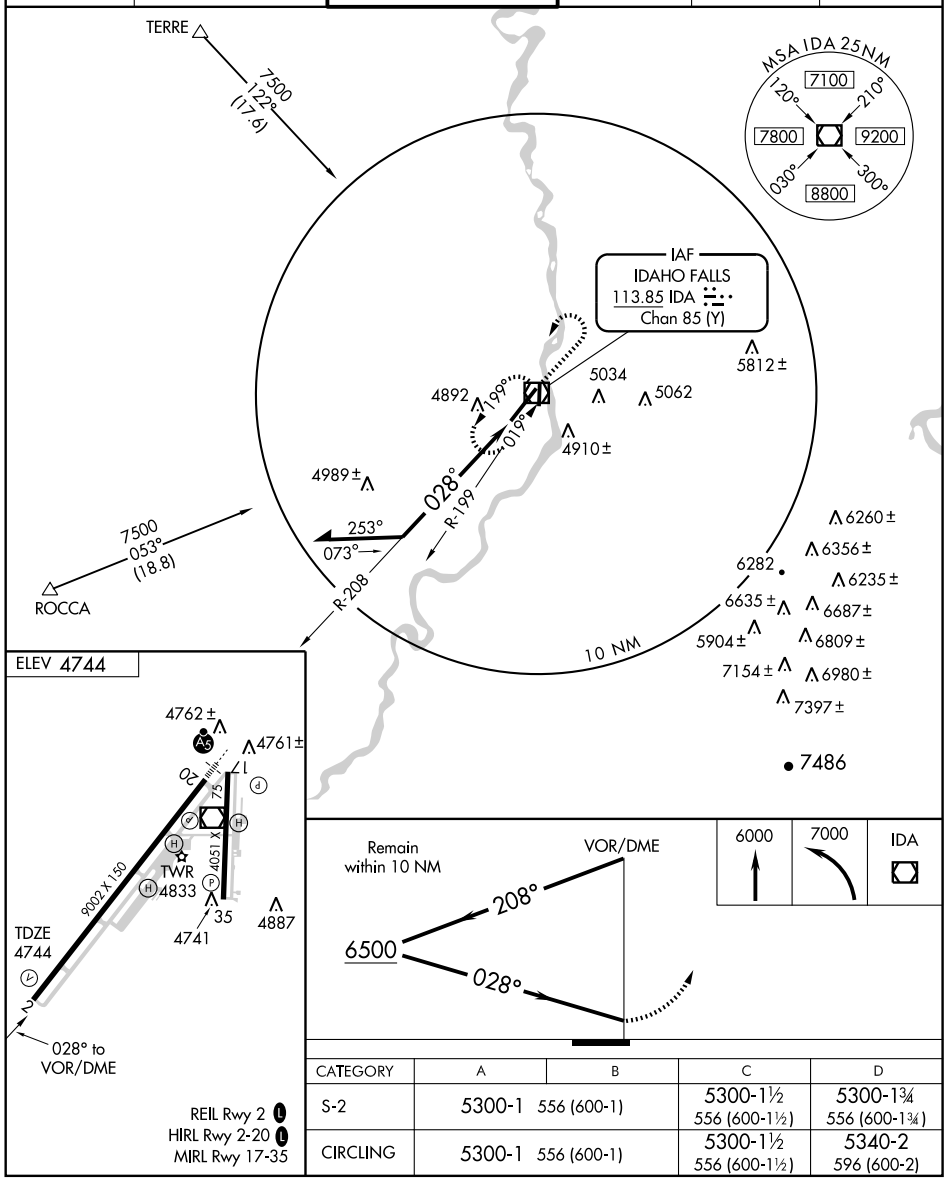
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME IDA	APP CRS	Rwy Idg	9002
113.85	028°	TDZE	4744
Chan 85 (Y)		Apt Elev	4744

VOR RWY 2
IDAHO FALLS RGNL (IDA)

MISSED APPROACH: Climb to 6000 then climbing left turn to 7000 direct IDA VOR/DME and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95



REIL Rwy 2 L
HIRL Rwy 2-20 L
MIRL Rwy 17-35

CATEGORY	A	B	C	D
S-2	5300-1	556 (600-1)	5300-1½ 556 (600-1½)	5300-1¾ 556 (600-1¾)
CIRCLING	5300-1	556 (600-1)	5300-1½ 556 (600-1½)	5340-2 596 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME IDA	APP CRS	Rwy Idg	9002
113.85	192°	TDZE	4735
Chan 85 (Y)		Apt Elev	4744

VOR RWY 20

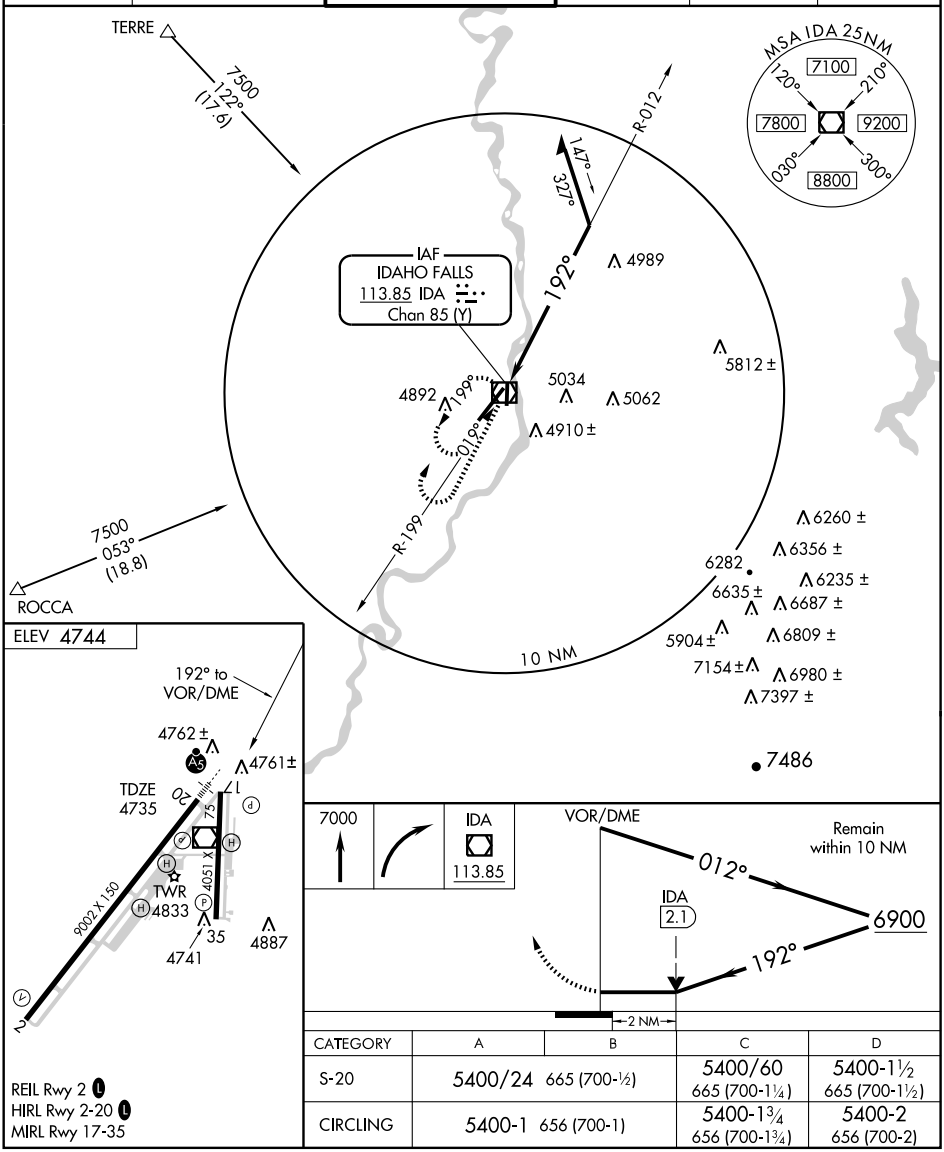
IDAHO FALLS RGNL (IDA)

When local altimeter setting not received, use Rexburg-Madison County altimeter setting and increase all MDA 80 feet and increase all Cat B visibilities ¼ mile and increase all Cat C and D visibilities ½ mile.
When VGSI inoperative, circling Rwy 35 NA at night.
VDP NA when using Rexburg-Madison County altimeter setting.

MALSR

MISSED APPROACH: Climb to 7000 then right turn direct IDA VOR/DME and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95

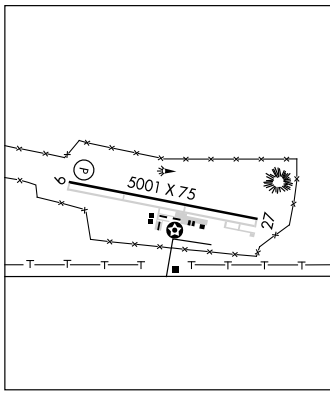


CATEGORY	A	B	C	D
S-20	5400/24 665 (700-½)		5400/60 665 (700-1¼)	5400-1½ 665 (700-1½)
CIRCLING	5400-1 656 (700-1)		5400-1¾ 656 (700-1¾)	5400-2 656 (700-2)

REIL Rwy 2 L
HIRL Rwy 2-20 L
MIRL Rwy 17-35

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

JEROME CO (JER) 3 E UTC−7(−6DT) N42°43.60′ W114°27.40′ **SALT LAKE CITY**
4053 B S4 **FUEL** 100LL, JET A NOTAM FILE JER **H–3C, L–11C**
RWY 09–27: H5001X75 (ASPH) S–12.5 MIRL 1.8% up E **IAP**
RWY 09: PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 27: Fence.
AIRPORT REMARKS: Attended continuously. Deer and wildlife on arpt. CAUTION: Tower 690′ AGL located 1.8 NM east–northeast of arpt. Reflectors on parallel twy. ACTIVATE MIRL Rwy 09–27 and arpt bcn—CTAF.
WEATHER DATA SOURCES: ASOS 135.225 (208) 324–7076.
COMMUNICATIONS: CTAF/UNICOM 122.8
TWIN FALLS APP/DEP CON 126.7 (1300–0400Z‡)
SALT LAKE CENTER APP/DEP CON 118.05 (0400–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.
TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ 348° 14.9 NM to fld. 4140/18E.



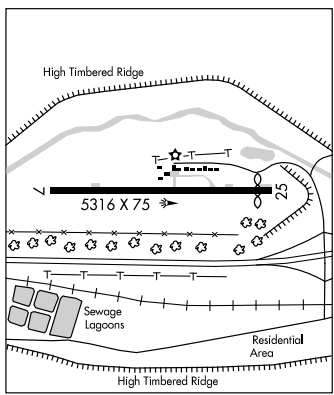
JOHNSON CREEK (See YELLOW PINE)

JOSLIN FLD–MAGIC VALLEY RGNL (See TWIN FALLS)

KAMIAH MUNI (S73) 1 SE UTC−8(−7DT) N46°13.19′ W116°00.83′ **GREAT FALLS**
1194 TPA—2194(1000) NOTAM FILE BOI
RWY 14–32: 3000X90 (TURF) LIRL (NSTD)
RWY 14: Brush. Rgt tfc. **RWY 32:** Fence.
AIRPORT REMARKS: Attended irregularly. Numerous obstructions on both rwy apchs. Downdrafts prevalent over river on Rwy 32 apch. Canadian geese on and in vicinity of arpt. Not recommended transient pilots land after dark without first becoming familiar with arpt due to high terrain 0.5 mi from rwy. For rwy conditions during winter months call arpt manager 208–935–0089. ACTIVATE LIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF 122.9

KELLOGG

SHOSHONE CO (S83) 3 W UTC−8(−7DT) N47°32.84′ W116°11.34′ **GREAT FALLS**
2227 B S3 **FUEL** 100LL TPA—3227(1000) NOTAM FILE BOI **H–1C, L–13B**
RWY 07–25: H5316X75 (ASPH) S–14 MIRL
RWY 07: Tree. Rgt tfc. **RWY 25:** Thld dsplcd 335′. Tree.
AIRPORT REMARKS: Attended daylight hours. ACTIVATE MIRL Rwy 07–25—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42′ W115°38.76′ 264° 22.7 NM to fld. 6100/20E. **HIWAS.**



APP CRS	Rwy Idg	5001
086°	TDZE	4019
	Apt Elev	4053

RNAV (GPS) RWY 9

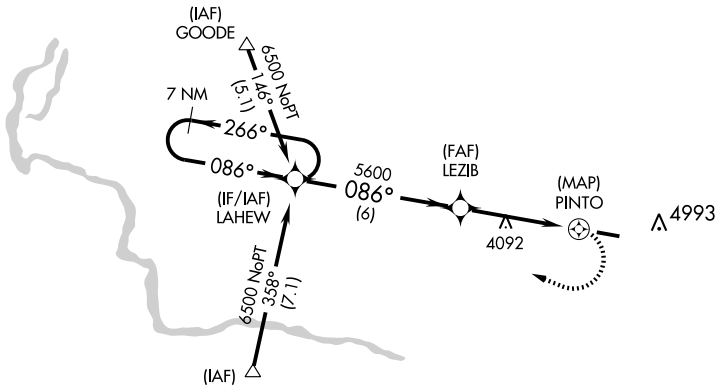
JEROME COUNTY (JER)

Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Twin Falls altimeter setting and increase all MDA 60 feet, and increase LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 6500 direct LAHEW and hold.

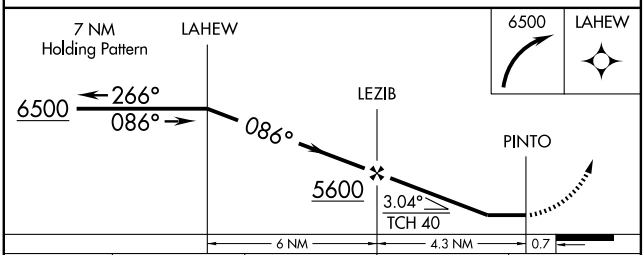
ASOS	TWIN FALLS APP CON ★	SALT LAKE CENTER	UNICOM
135.225	126.7 353.75	118.05 363.0	122.8 (CTAF) L

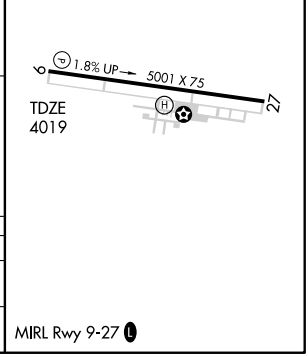
Procedure NA for arrivals at GOODE via V4 northwest bound and V293 northwest bound.



Procedure NA for arrivals at SECAR via V253 southeast bound.







CATEGORY	A	B	C	D
LNAV MDA	4420-1 401 (400-1)		4420-1¼ 401 (400-1¼)	
CIRCLING	4480-1 427 (500-1)	4560-1 507 (600-1)	4560-1½ 507 (600-1½)	4620-2 567 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5001
CH 90514	266°	TDZE	4053
W27A		Apt Elev	4053

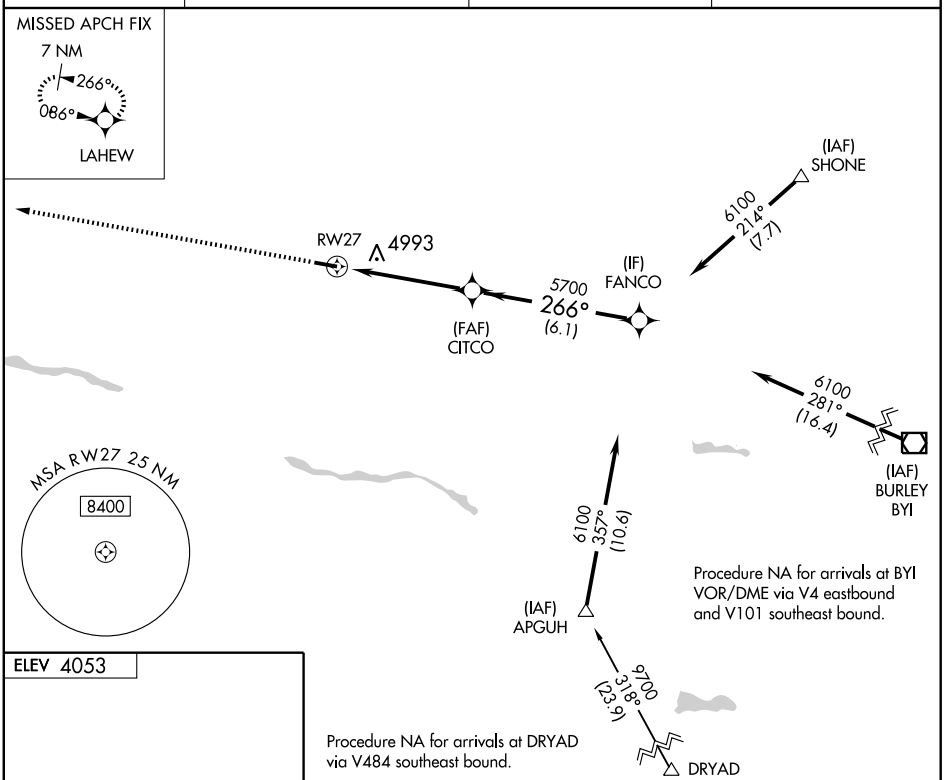
RNAV (GPS) RWY 27

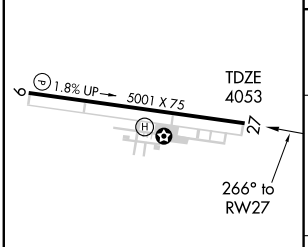
JERome COUNTY (JER)

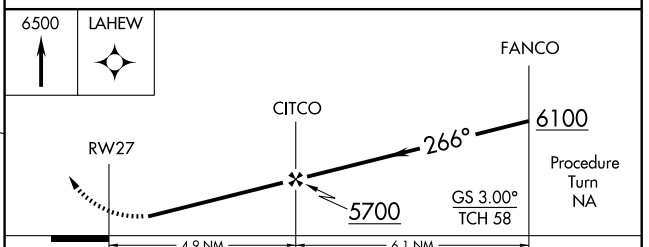
Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Twin Falls altimeter setting and increase all DA 49 feet, and all MDA 60 feet, and increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 6500 direct LAHEW and hold.

ASOS	TWIN FALLS APP CON ★	SALT LAKE CENTER	UNICOM
135.225	126.7 353.75	118.05 363.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4434-1¼ 381 (400-1¼)			
LNAV MDA	5300-1¼ 1247 (1300-1¼)	5300-1½ 1247 (1300-1½)	5300-3 1247 (1300-3)	
CIRCLING	5300-1¼ 1247 (1300-1¼)	5300-1½ 1247 (1300-1½)	5300-3 1247 (1300-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC TWF 115.8 Chan 105	APP CRS 346°	Rwy Idg N/A TDZE N/A Apt Elev 4053

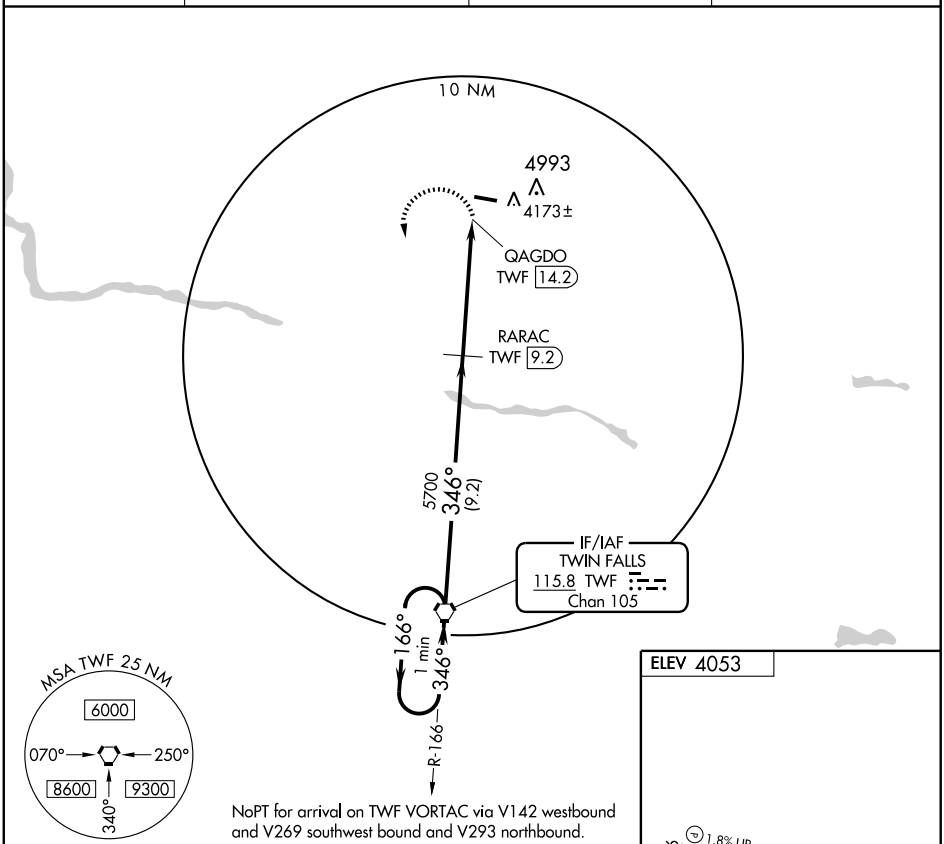
VOR/DME-A

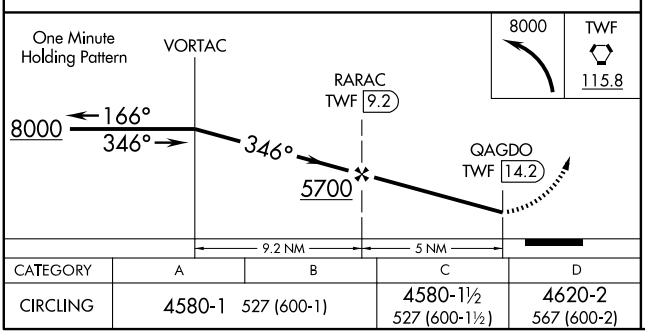
JEROME COUNTY (JER)

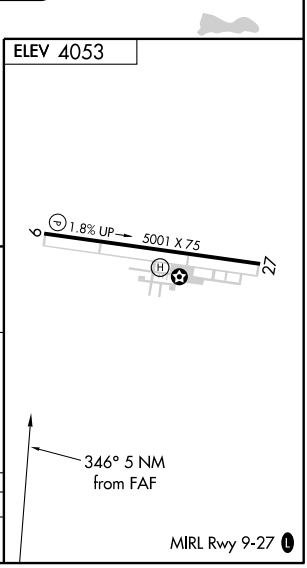
Circling NA north of Rwy 9-27. When local altimeter setting not received, use Twin Falls altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 8000 direct TWF VORTAC and hold, continue climb-in-hold to 8000.

ASOS	TWIN FALLS APP CON ★	SALT LAKE CENTER	UNICOM
135.225	126.7 353.75	118.05 363.0	122.8 (CTAF) L







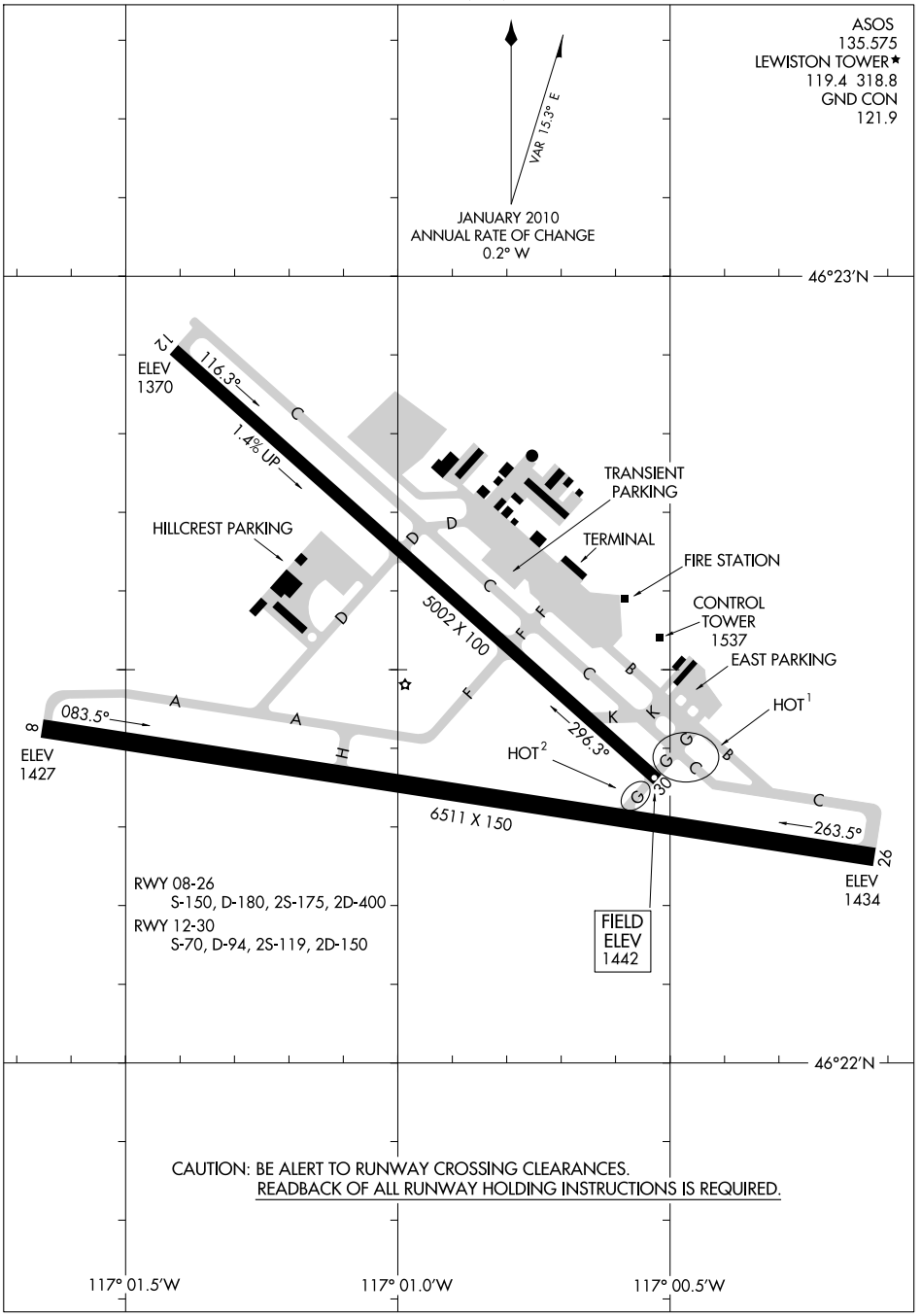
CATEGORY	A	B	C	D
CIRCLING	4580-1 527 (600-1)		4580-1½ 527 (600-1½)	4620-2 567 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

LEWISTON-NEZ PERCE COUNTY (LWS)
LEWISTON, IDAHO

AL-515 (FAA)



NW-1, 26 AUG 2010 to 23 SEP 2010

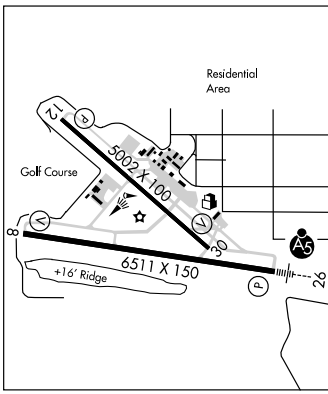
LEADORE (UØØ) 0 S UTC−7(−6DT) N44°40.39′ W113°21.15′ **GREAT FALLS**
6018 NOTAM FILE BOI
RWY 11–29: 3500X140 (ASPH–TURF) RWY LGTS (NSTD)
RWY 11: Poles. **RWY 29:** Fence.
RWY 16–34: 2900X90 (TURF)
RWY 16: Building. **RWY 34:** Fence.
AIRPORT REMARKS: Unattended. Numerous buildings in apch to Rwy 11. Rwy 11–29 2300′ asph section starting at Rwy 11 end. Rwy 16 –3′ road at 200′ on centerline, +30′ pole 250′ 60′ left, numerous other obstruction to +10′ at 100′ to 400′ in the apch zone. Agricultural irrigation equipment +15′ may be located within 50′ of AER 34. Rwy 11–29 surface rough. Rwy 16–34 surface rough. Rwy 11 last 1200′ not lgtd.
COMMUNICATIONS: CTAF 122.9

LEE WILLIAMS MEM (See MIDVALE)

LEMHI CO (See SALMON)

LEWISTON

LEWISTON–NEZ PERCE CO (LWS) 2 S UTC−8(−7DT) N46°22.47′ W117°00.92′ **SEATTLE**
1442 B S4 **FUEL** 100, 100LL, JET A TPA—See Remarks Class I, ARFF Index A **H–1C, L–13B**
NOTAM FILE LWS **IAP, AD**
RWY 08–26: H6511X150 (ASPH–PFC) S–150, D–180, 2S–175, 2D–400 HIRL
RWY 08: REIL. VASI(V4L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 26: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Tree.
RWY 12–30: H5002X100 (ASPH–GRVD) S–70, D–94, 2S–119, 2D–150 MIRL 1.4% up SE
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 30: VASI(V4R)—GA 3.0° TCH 47′. Antenna.
AIRPORT REMARKS: Attended 1330–0500Z‡. CLOSED to unscheduled air carrier ops with more than 30 passenger seats 1500–0100Z‡ except PPR call arpt manager 208–746–7962 other times call station number 4 208–743–0172. Frequent no radio agricultural acft activity invof arpt. TPA—Heavy and turbine powered acft 3002(1560) all others 2502(1060). When twr clsd ACTIVATE MALSR Rwy 26, REIL Rwy 08 and Rwy 12—CTAF.
WEATHER DATA SOURCES: ASOS 135.575 (208) 746–4185. LAWRS.
COMMUNICATIONS: CTAF 119.4 **UNICOM** 122.95
RCO 122.35 (BOISE RADIO)
SEATTLE CENTER APP/DEP CON 123.95
TOWER 119.4 (1400–0600Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE LWS.
NEZ PERCE (L) VORW/DME 108.2 MQG Chan 19 N46°22.89′ W116°52.17′ 246° 6.1 NM to fld. 1720/20E. DME unmonitored.
ILS 109.7 I–LWS Rwy 26. Class IE. ILS unmonitored when tower closed. Autopilot coupled approaches not applicable blo 2500 ft.



SNAKE RIVER SPB (78U) 1 SW UTC−8(−7DT) N46°23.99′ W117°03.06′ **SEATTLE**
735 NOTAM FILE BOI
WATERWAY N–S: 3000X150 (WATER)
WATERWAY S: P–line.
SEAPLANE REMARKS: Attended Apr–Oct 1500Z‡–dusk and Nov–Mar irregularly. P–lines cross Snake River north, south above and below landing area. Bridge across Snake River N of landing area. CAUTION: Landing area within Lewiston–Nez Perce County CLASS D airspace, ctc Lewiston twr. Waterway N–S waterlane length and width varies. Heavy boat traffic in vicinity of Seaplane Base.
COMMUNICATIONS: CTAF 122.9

LIBERATOR N42°58.96′ W115°46.46′ NOTAM FILE BOI. **SALT LAKE CITY**
(L) VORW 114.9 LIA 354° 9.1 NM to Mountain Home Muni. **L–11B**

LOC I-LWS	APP CRS	Rwy Idg	6511
109.7	264°	TDZE	1442
		Apt Elev	1442

ILS RWY 26

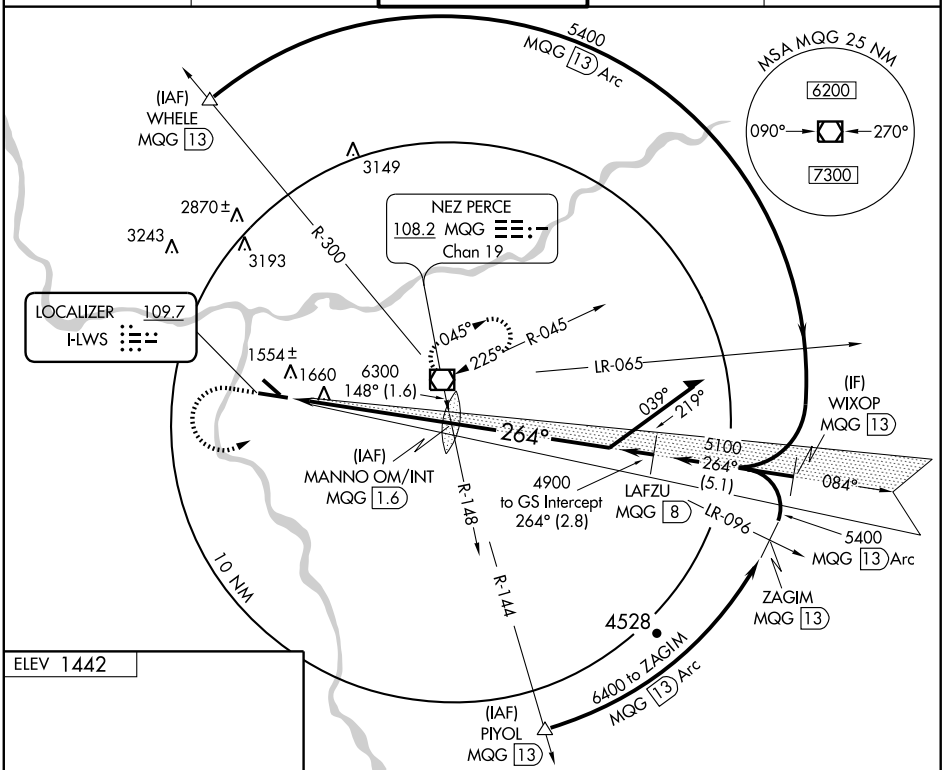
LEWISTON-NEZ PERCE COUNTY (LWS)

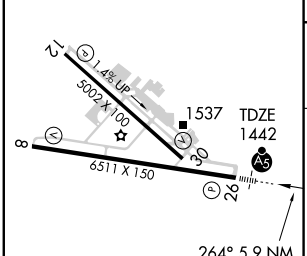
When local altimeter setting not received, procedure NA. Autopilot coupled approach NA below 2500.

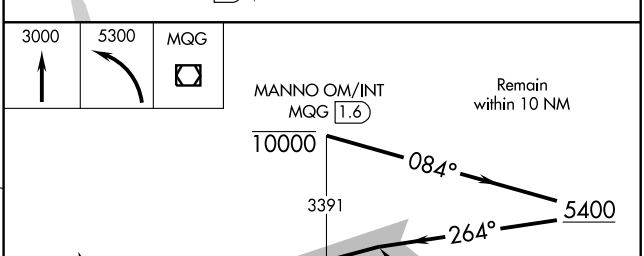
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 5300 direct MQG VOR/DME and hold, continue climb-in-hold to 5300.

ASOS	SEATTLE CENTER	LEWISTON TOWER★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95







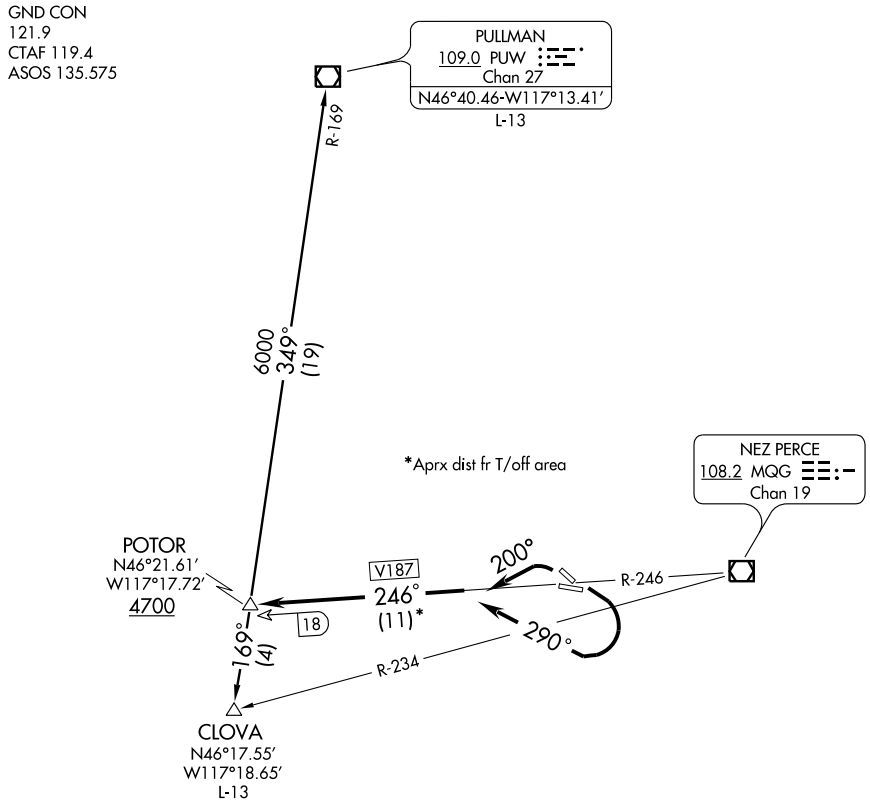
CATEGORY	A	B	C	D
S-ILS 26	1642-½ 200 (200-½)			

REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

POTOR TWO DEPARTURE

SL-515 (FAA)



NOTE: Departures may be restricted to cross POTOR INT at 5000.

NOTE: Minimum climb required- Rwys 26 and 30-300'/NM to 4700' (750 FPM/150K IAS, 1000 FPM/200K IAS).
Rwys 8 and 12-270'/NM to 4700' (675 FPM/150K IAS, 900 FPM/200K IAS) or 4600' ceiling and three miles visibility.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8, 12: Turn right heading 290°. Thence....

TAKE-OFF RUNWAYS 26, 30: Turn left heading 200°. Thence....

....Intercept and proceed via MQG R-246 (V187) to POTOR INT. Thence via (assigned route) or (transition).

CLOVA TRANSITION (POTOR2.CLOVA): From over POTOR INT via PUW R-169 to CLOVA INT.

PULLMAN TRANSITION (POTOR2.PUW): From over POTOR INT via PUW R-169 to PUW VOR/DME.

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6511
CH 97600	084°	TDZE	1440
W08A		Apt Elev	1442

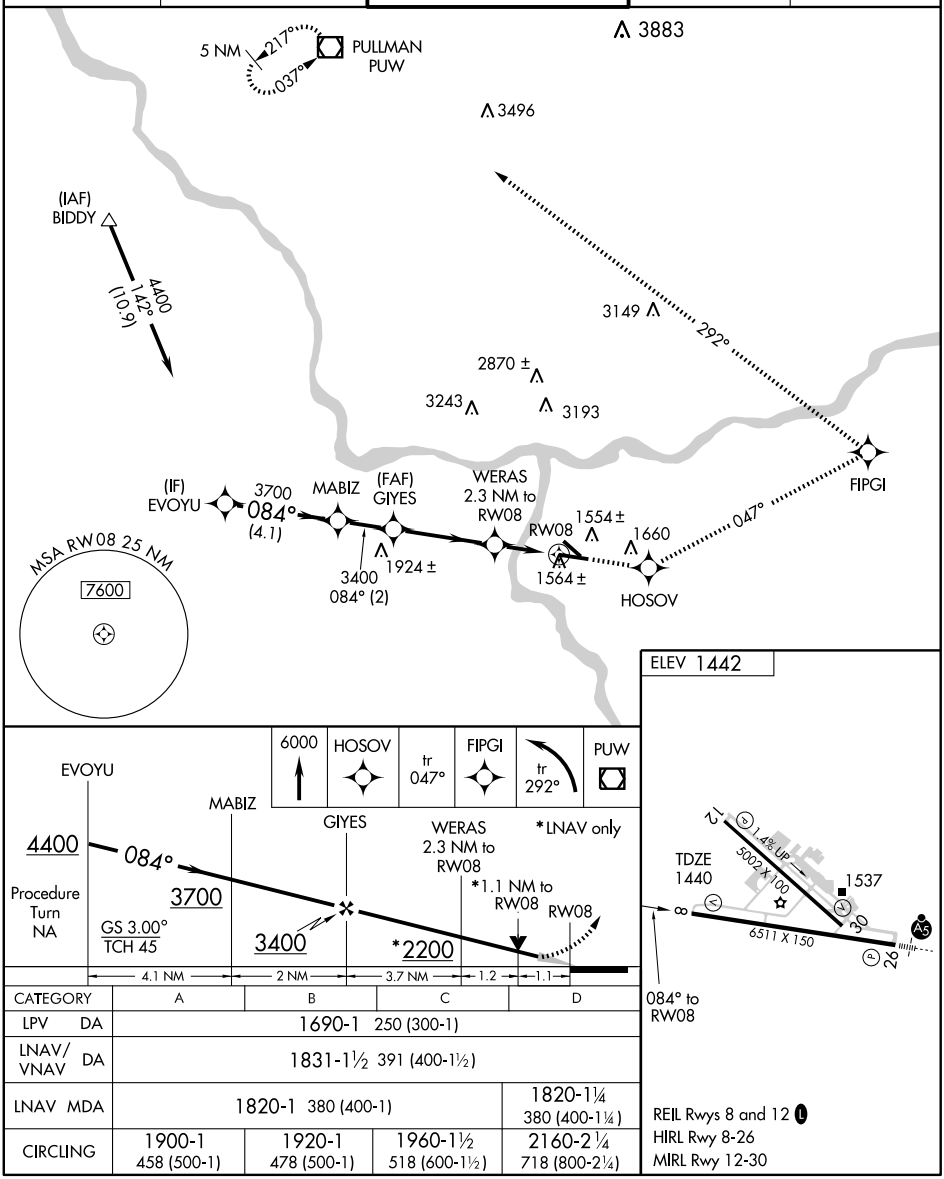
RNAV (GPS) Y RWY 8

LEWISTON-NEZ PERCE COUNTY (LWS)

When local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 6000 direct HOSOV and via track 047° to FIPGI, and left turn via track 292° to PUW VOR/DME and hold.

ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	1690-1 250 (300-1)			
LNAV/VNAV DA	1831-1½ 391 (400-1½)			
LNAV MDA	1820-1 380 (400-1)			1820-1¼ 380 (400-1¼)
CIRCLING	1900-1 458 (500-1)	1920-1 478 (500-1)	1960-1½ 518 (600-1½)	2160-2¼ 718 (800-2¼)

REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5002
CH 56500	117°	TDZE	1415
W12A		Apt Elev	1442

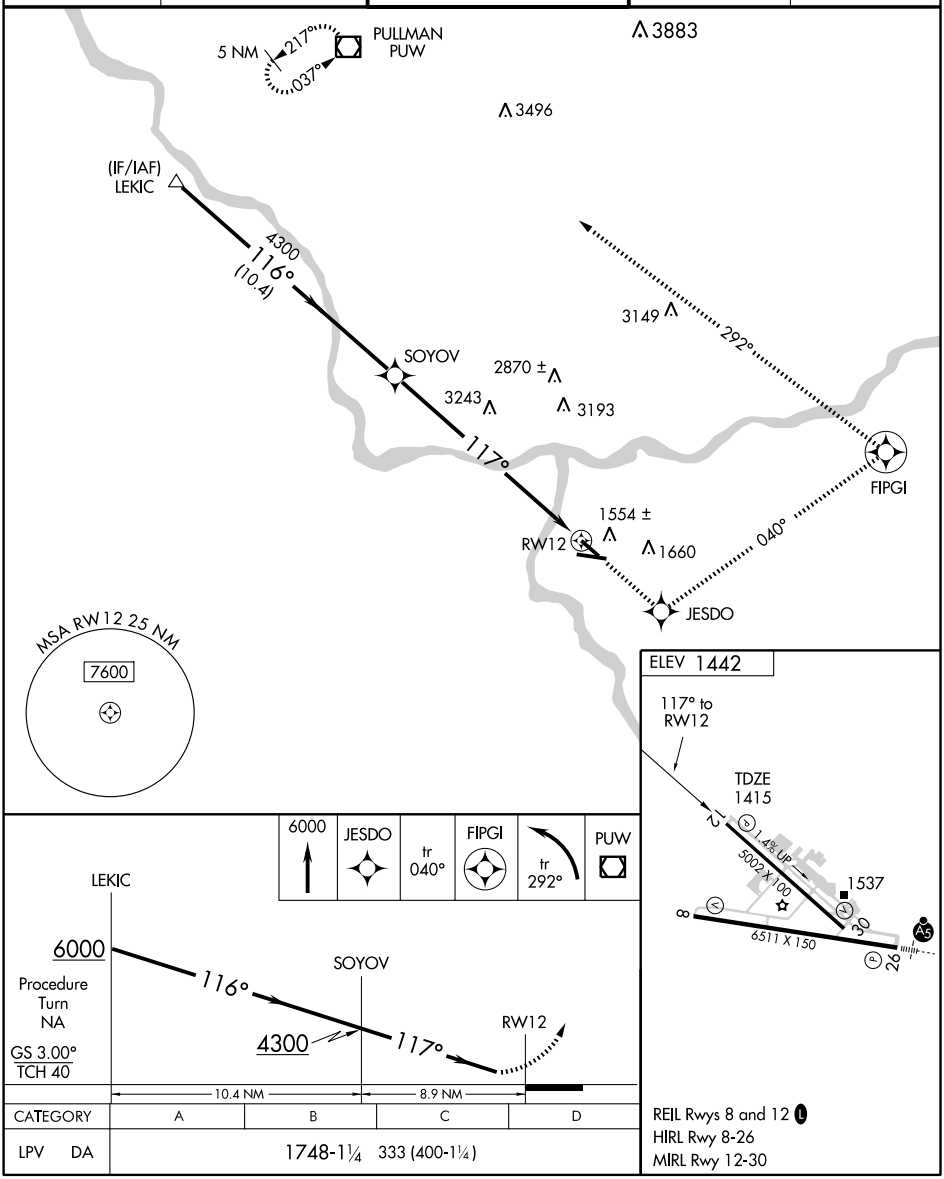
RNAV (GPS) Y RWY 12

LEWISTON-NEZ PERCE COUNTY (LWS)

When local altimeter setting not received, procedure NA.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6000 direct JESDO and via track 040° to FIPGI, and left turn via track 292° to PUW VOR/DME and hold.

ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6511
CH 78012	264°	TDZE	1442
W26A		Apt Elev	1442

RNAV (GPS) Y RWY 26

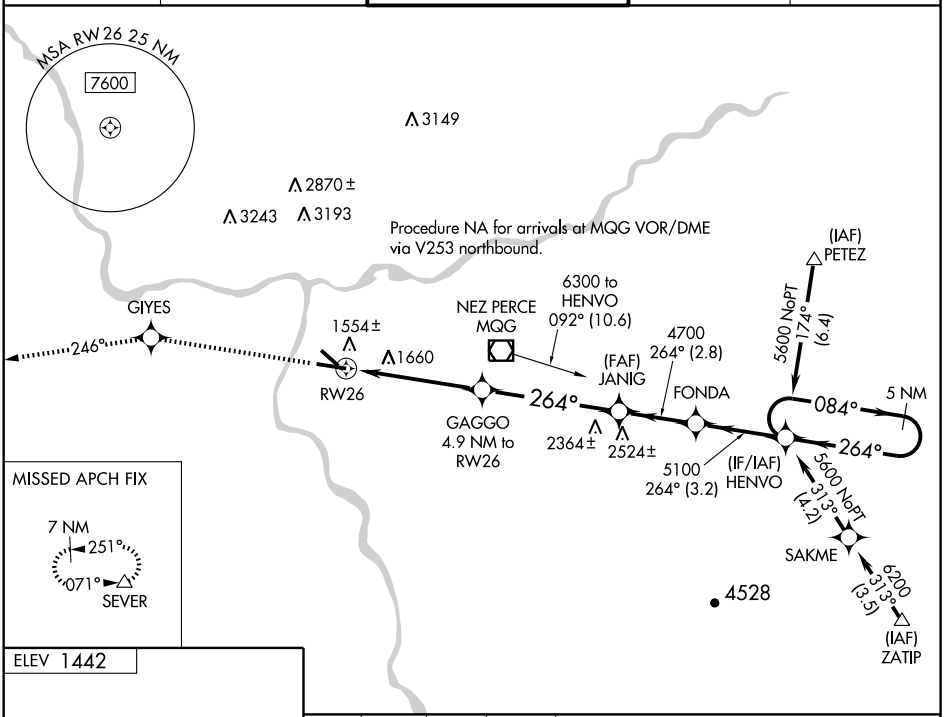
LEWISTON-NEZ PERCE COUNTY (LWS)

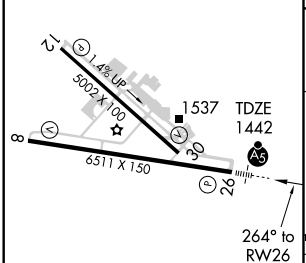
When local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

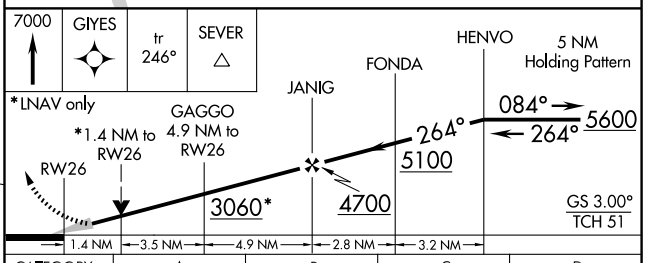
MALSR

MISSED APPROACH: Climb to 7000 direct GIYES and via track 246° to SEVER and hold, continue climb-in-hold to 7000.

ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1642-½ 200 (200-½)			
LNAV/VNAV DA	1962-1¼ 520 (600-1¼)			
LNAV MDA	1920-½ 478 (500-½)		1920-¾ 478 (500-¾)	1920-1 478 (500-1)
CIRCLING	1920-1 478 (500-1)		1960-1½ 518 (600-1½)	2160-2¼ 718 (800-2¼)

REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5002
297°	TDZE	1442
	Apt Elev	1442

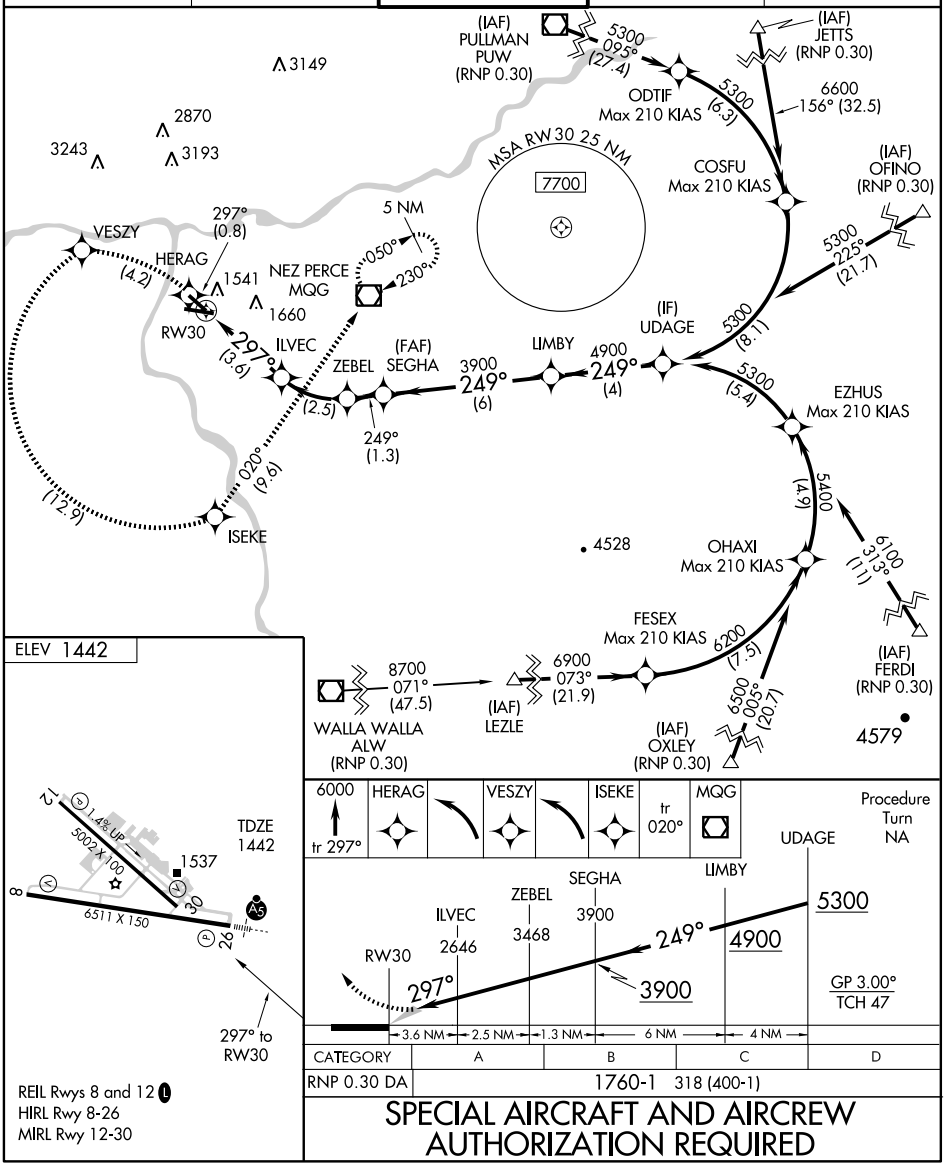
RNAV (RNP) RWY 30

LEWISTON-NEZ PERCE COUNTY (LWS)

GPS and RF Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 46°C (114°F). Missed approach requires RNP less than RNP 1.00.

MISSED APPROACH: Climb to 6000 via track 297° to HERAG and via left turn to VESZY and via left turn to ISEKE and via track 020° to MQG VOR/DME and hold.

ASOS	SEATTLE CENTER	LEWISTON TOWER★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95



SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS		
084°	Rwy Idg	6511
	TDZE	1440
	Apt Elev	1442

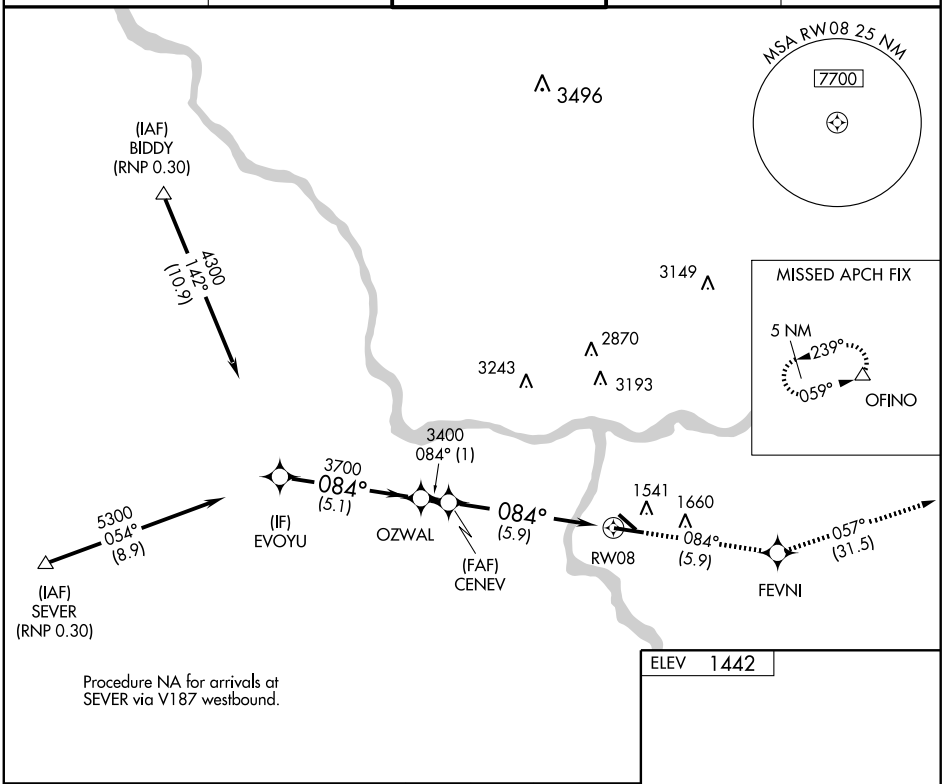
RNAV (RNP) Z RWY 8

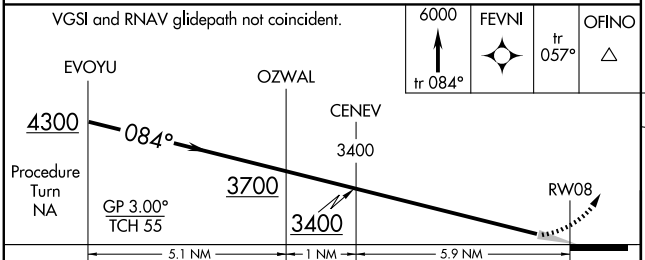
LEWISTON-NEZ PERCE COUNTY (LWS)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 46°C (115°F). When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 6000 via track 084° to FEVNI and via track 057° to OFINO and hold.

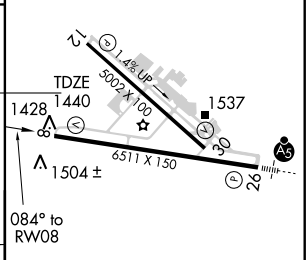
ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95





CATEGORY	A	B	C	D
RNP 0.30 DA	1752-1 312 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5002
117°	TDZE	1415
	Apt Elev	1442

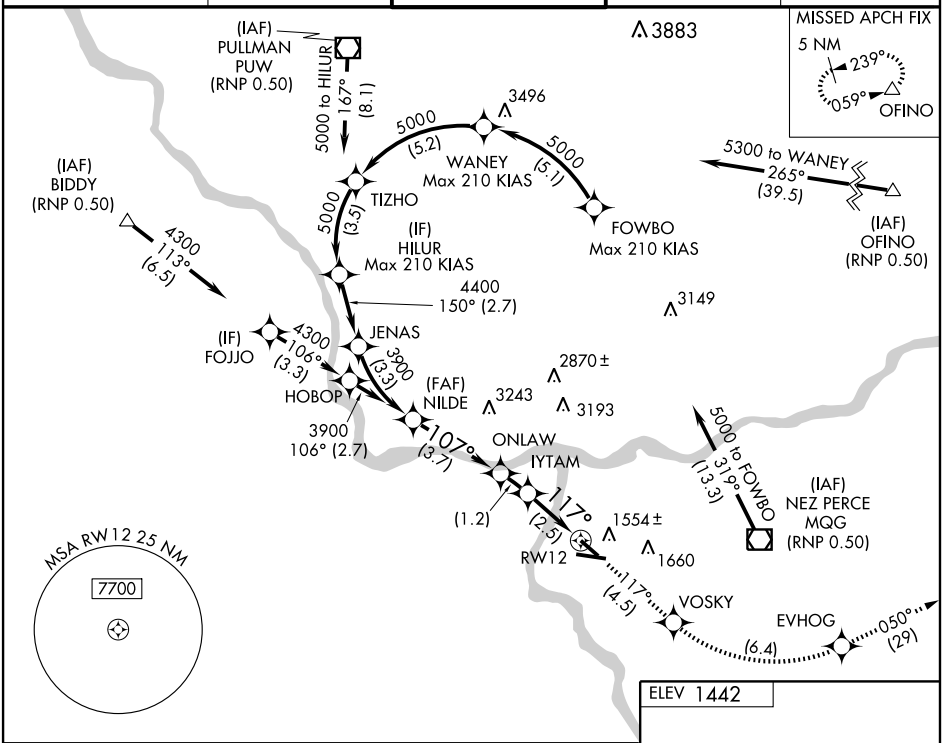
RNAV (RNP) Z RWY 12

LEWISTON-NEZ PERCE COUNTY (LWS)

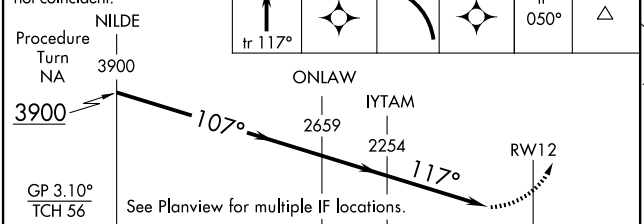
GPS and RF Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 36°C (98°F).
*Missed approach requires minimum climb of 260 feet per NM to 3400. Procedure NA at night.

MISSED APPROACH: Climb to 6000 via track 117° to VOSKY and via left turn to EVHOG and via track 050° to OFINO and hold.

ASOS	SEATTLE CENTER	LEWISTON TOWER *	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) 318.8	121.9	122.95

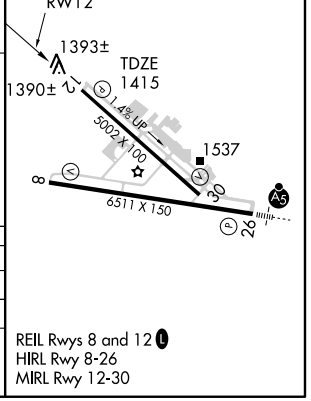


VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.30 DA*	1683-1 268 (300-1)			
RNP 0.30 DA	1887-1¾ 472 (500-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 8 and 12 (L)
HIRL Rwy 8-26
MIRL Rwy 12-30

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6511
264°	TDZE	1442
	Apt Elev	1442

RNAV (RNP) Z RWY 26

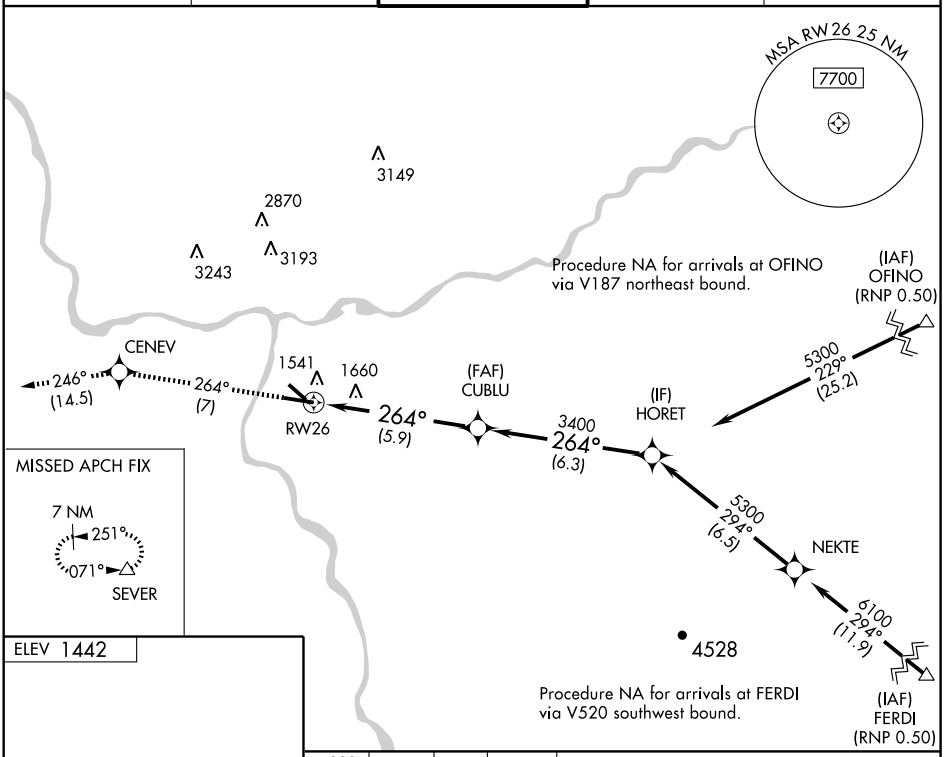
LEWISTON-NEZ PERCE COUNTY (LWS)

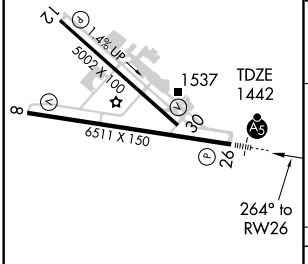
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 46°C (115°F). For inoperative MALSR, increase RNP 0.20 visibility all Cats to 1 mile and RNP 0.30 visibility all Cats to 2 miles.

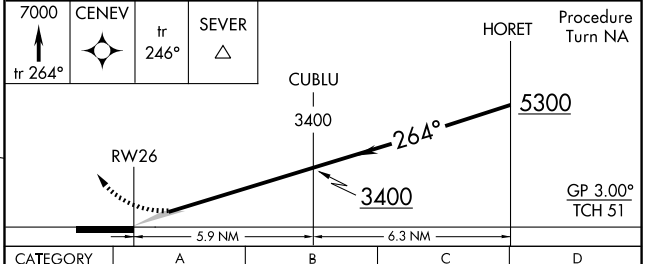
MALSR

MISSED APPROACH: Climb to 7000 via track 264° to CENEV and via track 246° to SEVER and hold, continue climb-in-hold to 7000.

ASOS	SEATTLE CENTER	LEWISTON TOWER★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95







CATEGORY	A	B	C	D
RNP 0.20 DA	1715-½ 273 (300-½)			
RNP 0.30 DA	2003-1½ 561 (600-1½)			

REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

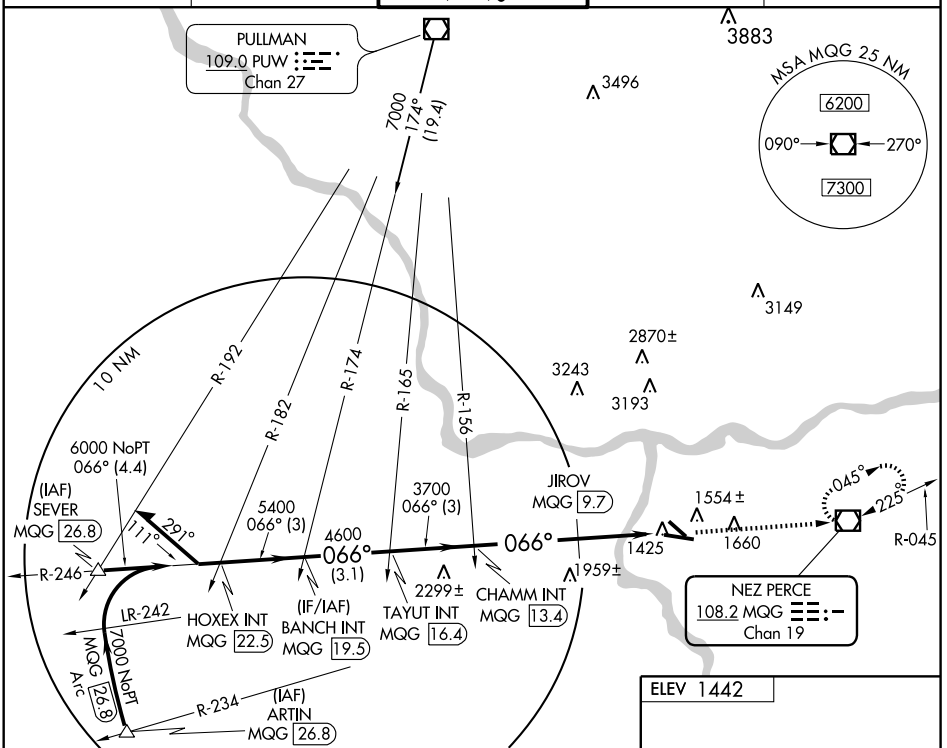
VOR/DME MQG 108.2 Chan 19	APP CRS 066°	Rwy Idg 6511 TDZE 1440 Apt Elev 1442

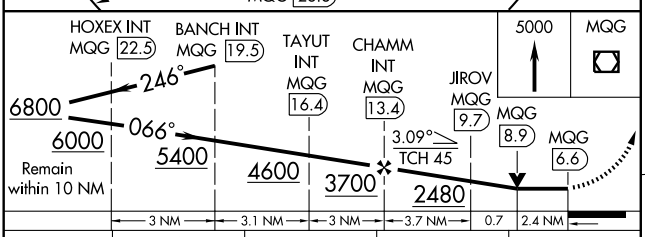
VOR RWY 8

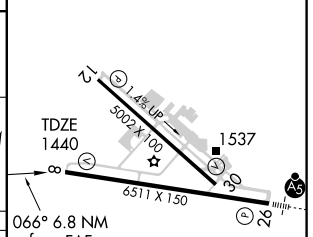
LEWISTON-NEZ PERCE COUNTY (LWS)

MISSED APPROACH: Climb to 5000 direct MQG VOR/DME and hold, continue climb-in-hold to 5000.

ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) 318.8	121.9	122.95







CATEGORY	A	B	C	D
S-8	2480-1¼ 1040 (1100-1¼)	2480-1½ 1040 (1100-1½)	2480-3 1040 (1100-3)	
CIRCLING	2480-1¼ 1038 (1100-1¼)	2480-1½ 1038 (1100-1½)	2480-3 1038 (1100-3)	
JIROV FIX MINIMUMS				
S-8	2220-1 780 (800-1)	2220-1¼ 780 (800-1¼)	2220-2¼ 780 (800-2¼)	2220-2½ 780 (800-2½)
CIRCLING	2220-1 778 (800-1)	2220-1¼ 778 (800-1¼)	2220-2¼ 778 (800-2¼)	2220-2½ 778 (800-2½)

REIL Rwys 8 and 12 (L)
HIRL Rwy 8-26
MIRL Rwy 12-30

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME MQG 108.2 Chan 19	APP CRS 242°	Rwy Idg 6511 TDZE 1442 Apt Elev 1442

VOR RWY 26

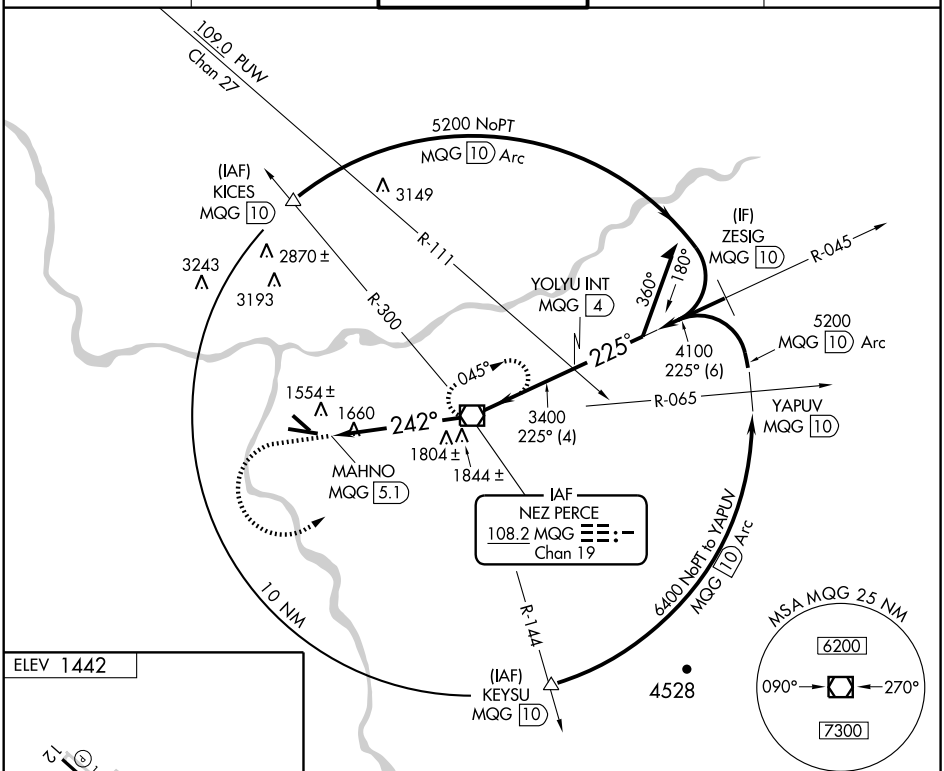
LEWISTON-NEZ PERCE COUNTY (LWS)

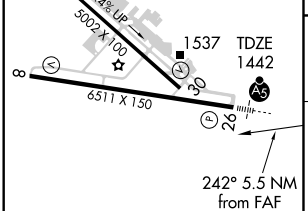
▼ Inoperative table does not apply to S-26 Cats C and D.
▲ When local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 2600 then climbing left turn to 5000 direct MQG VOR/DME and hold, continue climb-in-hold to 5000.

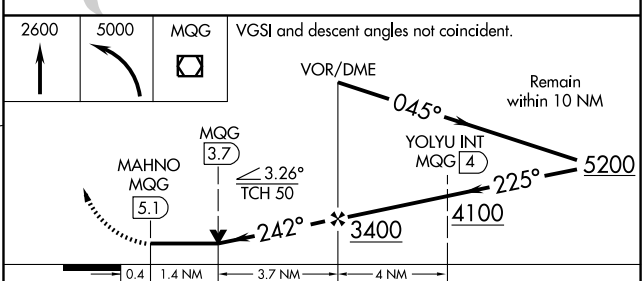
ASOS	SEATTLE CENTER	LEWISTON TOWER★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95





REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

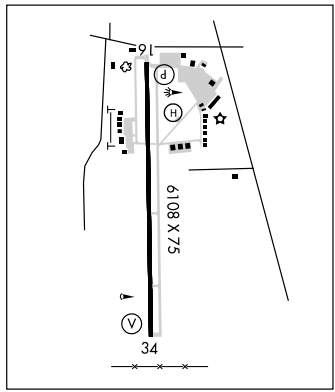
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-26	2060-½ 618 (700-½)		2060-1¾ 618 (700-1¾)	2060-2 618 (700-2)
CIRCLING	2060-1 618 (700-1)		2060-1¾ 618 (700-1¾)	2160-2¼ 718 (800-2¼)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MC CALL MUNI (MYL) 0 S UTC−7(−6DT) N44°53.32′ W116°06.11′ **GREAT FALLS**
5024 B S4 **FUEL** 100LL, JET A, A1+ NOTAM FILE MYL **H–1C, L–13B**
RWY 16–34: H6108X75 (ASPH) S–45, D–78, 2D–135 MIRL 0.3% up N **IAP**
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 40′. Ground.
AIRPORT REMARKS: Attended daylight hours. 2 hr prior notice rqr for snow removal at night call (208) 634–1488/630–4659. Big game animals may be on or in vicinity of rwy. Recommend landing Rwy 34, tkf Rwy 16, when wind conditions permit. Rwy 16 trees obscuring thld on short final. Rwy 16 has a marked 50′ blast pad. USFS practices parachute jumps invof arpt. No helicopter parking in fixed wing tie down areas. Increased Forest Service flight opns during summer months. Parallel twy closed Dec 1–Apr 30. APU's may not be started until 30 min prior to engine start.
WEATHER DATA SOURCES: ASOS 119.925 (208) 634–7198.
COMMUNICATIONS: CTAF/UNICOM 122.8
CASCADE RCO 122.35 (BOISE RADIO)
SALT LAKE CENTER APP/DEP CON 128.05
RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.
DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03′ W116°12.38′ 012° 8.6 NM to fld. 7333/19E.
NDB (MHW) 363 IOM N44°48.34′ W116°06.14′ 343° 5.0 NM to fld. NOTAM FILE MYL. NDB unusable byd 15 NM.



HELIPAD H1: H100X80 (ASPH)
HELIPORT REMARKS: Helipad H1 lighted.

McCARLEY FLD (See BLACKFOOT)

MERIDIAN N43°36.20′ W116°32.34′ NOTAM FILE BOI. **SALT LAKE CITY**
NDB (MHW) 238 MPA 136° 1.5 NM to Nampa Muni. **L–11B**

MIDVALE

LEE WILLIAMS MEM (ØU9) 1 SW UTC−7(−6DT) N44°27.69′ W116°45.46′ **SALT LAKE CITY**
2617 NOTAM FILE BOI
RWY 08–26: H2875X60 (ASPH)
RWY 08: Fence. **RWY 26:** Fence.
AIRPORT REMARKS: Unattended. No winter maintenance, arpt CLOSED when snow conditions indicate. Rwy 26 +30′ pline at 600′ on cenerline +35′ bldg at 400′ on centerline, +150′ pline at 5000′ on centerline. Rwy 08–26 250′ gravl ovrn each end. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9
CASCADE RCO 122.35 (BOISE RADIO)

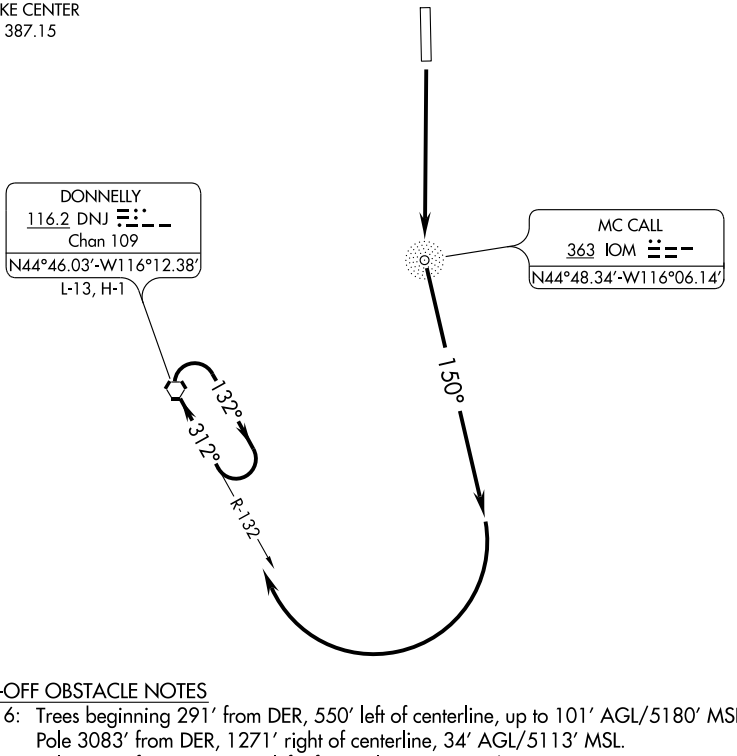
MIDWAY (See ATOMIC CITY)

MINIDOKA

BEAR TRAP (1UØ) 15 NE UTC−7(−6DT) N42°58.52′ W113°21.05′ **SALT LAKE CITY**
4716 NOTAM FILE BOI
RWY 06–24: 2250X120 (TURF–DIRT)
RWY 06: Road.
AIRPORT REMARKS: Unattended. Rwy 06–24 subject to ongoing damage by livestock, ground vehicles and rodents. No winter maintenance. No line of sight between rwy ends. Rwy 06–24 edges and thlds marked with white rock.
COMMUNICATIONS: CTAF 122.9

MCCALL ONE DEPARTURE (OBSTACLE)

ASOS 119.925
BOISE RADIO
122.35
SALT LAKE CENTER
128.05 387.15



TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees beginning 291' from DER, 550' left of centerline, up to 101' AGL/5180' MSL.
Pole 3083' from DER, 1271' right of centerline, 34' AGL/5113' MSL.
Pole 4218' from DER, 521' left of centerline, 29' AGL/5128' MSL.
Shrub 63' from DER, 289' left of centerline, 7' AGL/5013' MSL.
Bldg 1066' from DER, 524' right of centerline, 36' AGL/5035' MSL.
Terrain beginning 1832' from DER, 445' left of centerline, up to 5079' MSL.
Terrain beginning 1236' from DER, 159' right of centerline, up to 5097' MSL.

TAKE-OFF MINIMUMS

Rwy 16: 200-1 or standard with minimum climb of 362' per NM to 5300.
Rwy 34: NA - Obstacles.

NOTE: ADF required

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 9600 direct IOM NDB and via IOM NDB 150° bearing then climbing right turn to 10400 direct DNJ VORTAC, continue climb-in-hold to 10400 before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010

NDB IOM 363	APP CRS 343°	Rwy Idg 6108 TDZE 5008 Apt Elev 5020

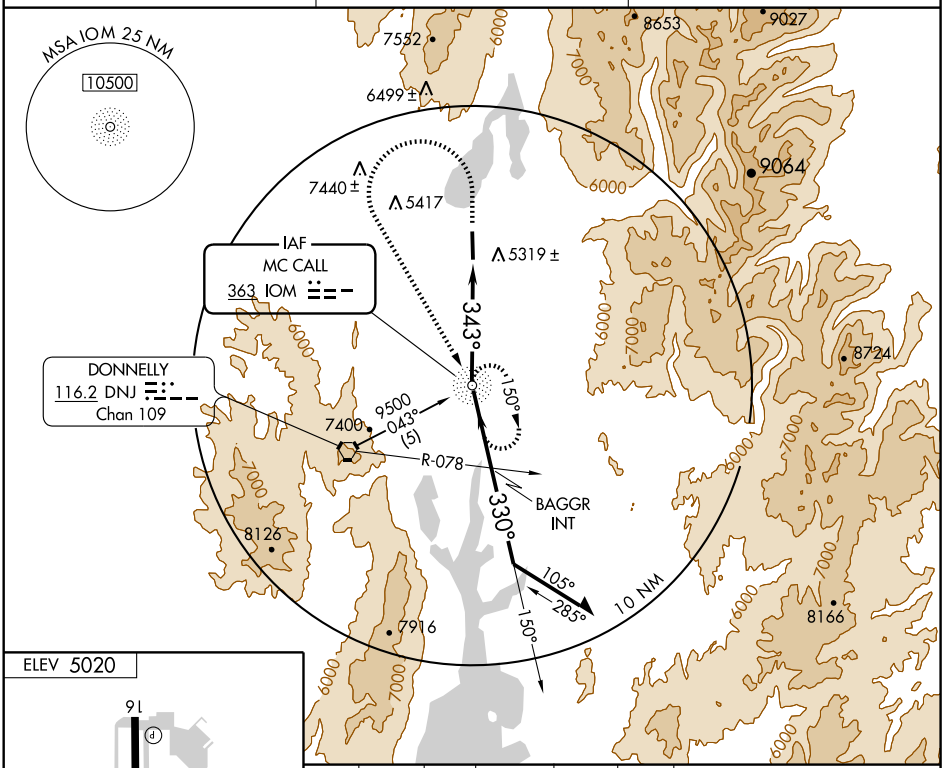
NDB RWY 34

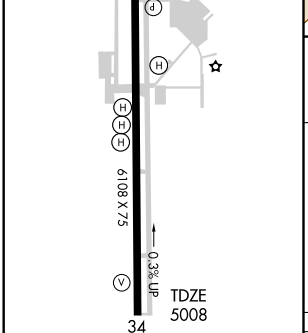
MC CALL MUNI (MYL)

T
A NA If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6300, then climbing left turn via IOM NDB 313° bearing to IOM NDB, continue climb via IOM NDB 133° bearing to 9500, then turn right direct IOM NDB and hold.

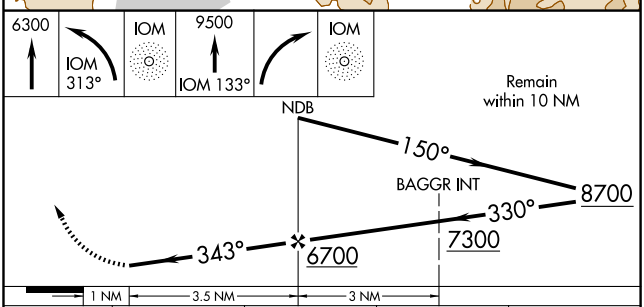
ASOS	SALT LAKE CENTER	UNICOM
119.925	128.05 387.15	122.8 (CTAF)





MIRL Rwy 16-34
REIL Rwys 16 and 34

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-34	5800-1¼ 792 (800-1¼)		5800-2¼ 792 (800-2¼)	5800-2½ 792 (800-2½)
CIRCLING	5800-1¼ 780 (800-1¼)		5840-2½ 820 (900-2½)	6000-3 980 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6108
177°	TDZE	5024
	Apt Elev	5024

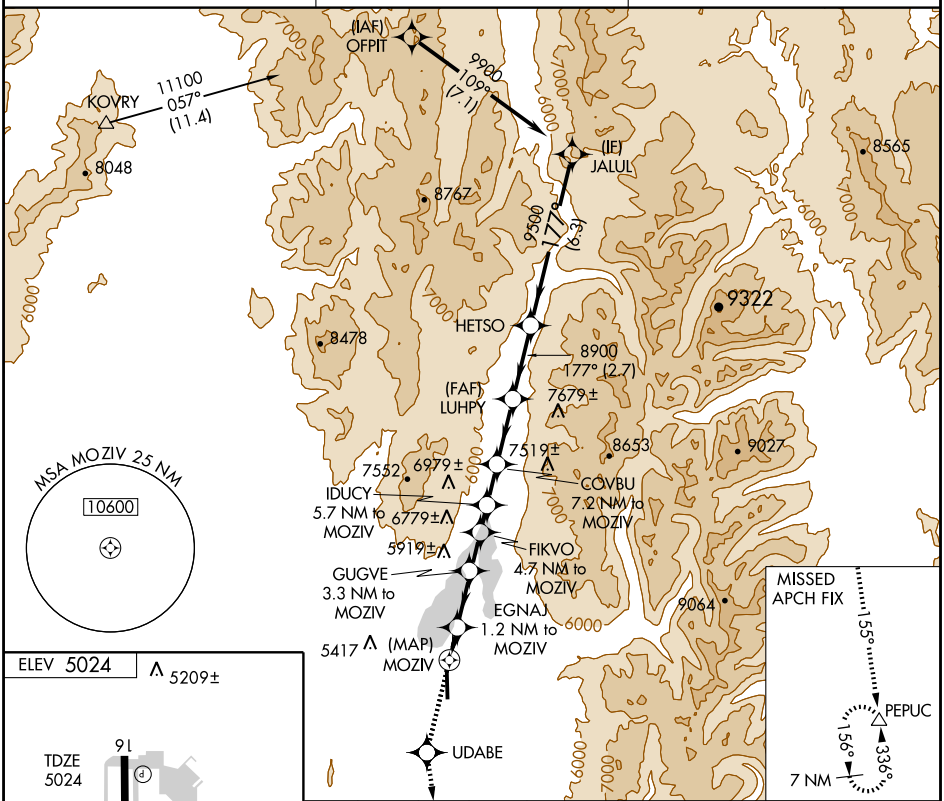
RNAV (GPS) RWY 16

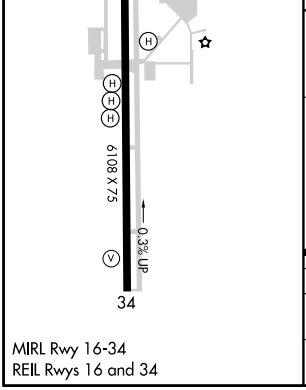
MC CALL MUNI (MYL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

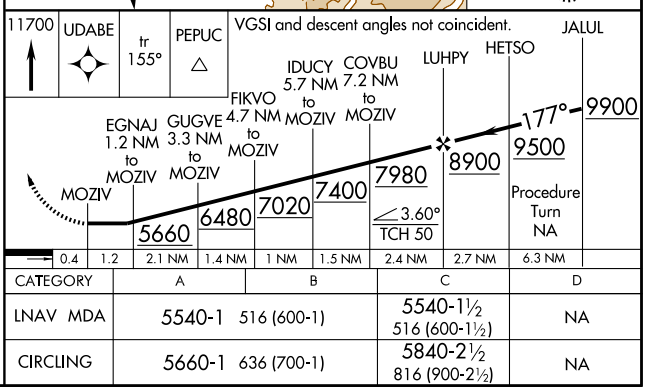
MISSED APPROACH: Climb to 11700 direct UDABE and via track 155° to PEPUC and hold, continue climb-in-hold to 11700.

ASOS	SALT LAKE CENTER	UNICOM
119.925	128.05 387.15	122.8 (CTAF)





MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
LNAV MDA	5540-1 516 (600-1)		5540-1½ 516 (600-1½)	NA
CIRCLING	5660-1 636 (700-1)		5840-2½ 816 (900-2½)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) Y RWY 34

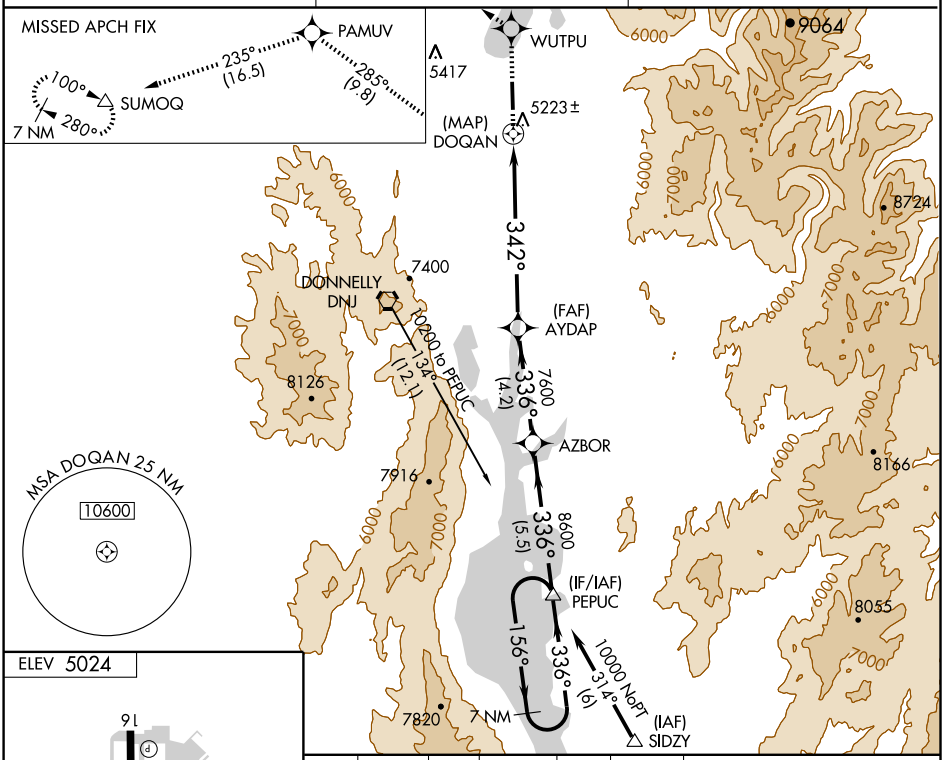
MC CALL MUNI (MYL)

APP CRS	Rwy Idg	6108
342°	TDZE	5012
	Apt Elev	5024

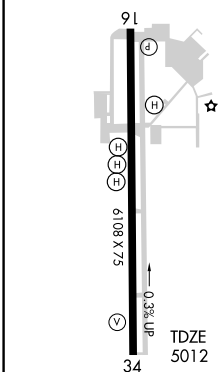
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
*Missed approach requires minimum climb of 380′ per NM 8000.

MISSED APPROACH: Climb to 12000 direct WUTPU and via track 285° to PAMUV and via track 235° to SUMOQ and hold, continue climb-in-hold to 12000.

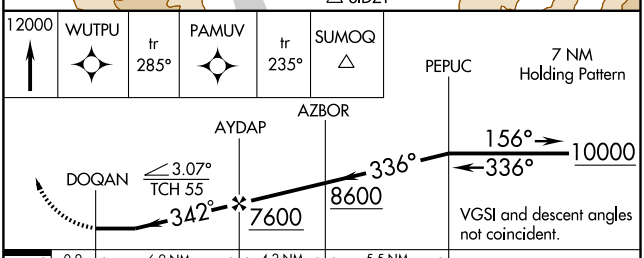
ASOS	SALT LAKE CENTER	UNICOM
119.925	128.05 387.15	122.8 (CTAF)



ELEV 5024



MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
LNAV MDA*	5580-1 568 (600-1)		5580-1½ 568 (600-1½)	5580-1¾ 568 (600-1¾)
LNAV MDA	6600-1¼ 1588 (1600-1¼)	6600-1½ 1588 (1600-1½)	6600-3 1588 (1600-3)	
CIRCLING	6600-1¼ 1576 (1600-1¼)	6600-1½ 1576 (1600-1½)	6600-3 1576 (1600-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6108
CH 49016	342°	TDZE	5012
W34A		Apt Elev	5024

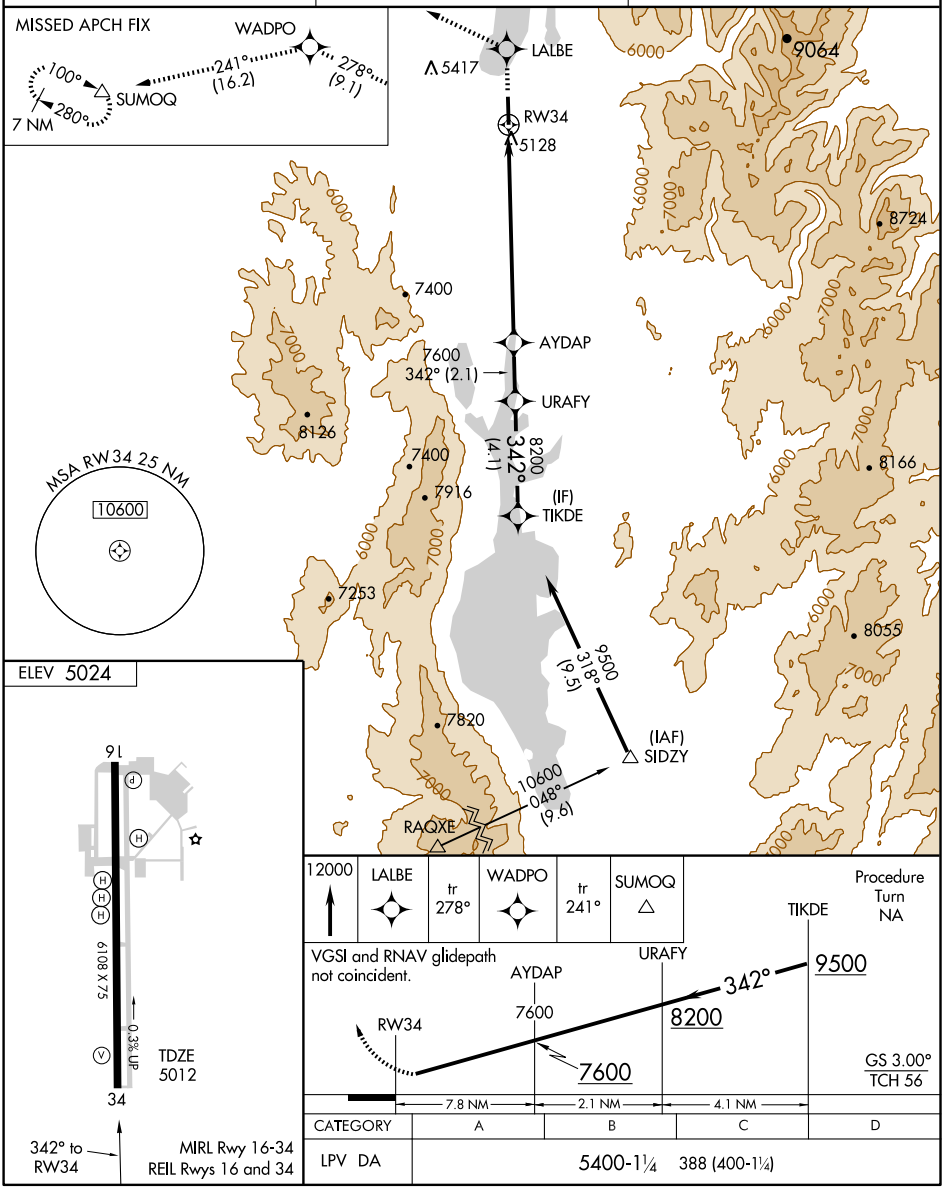
RNAV (GPS) Z RWY 34

MC CALL MUNI (MYL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

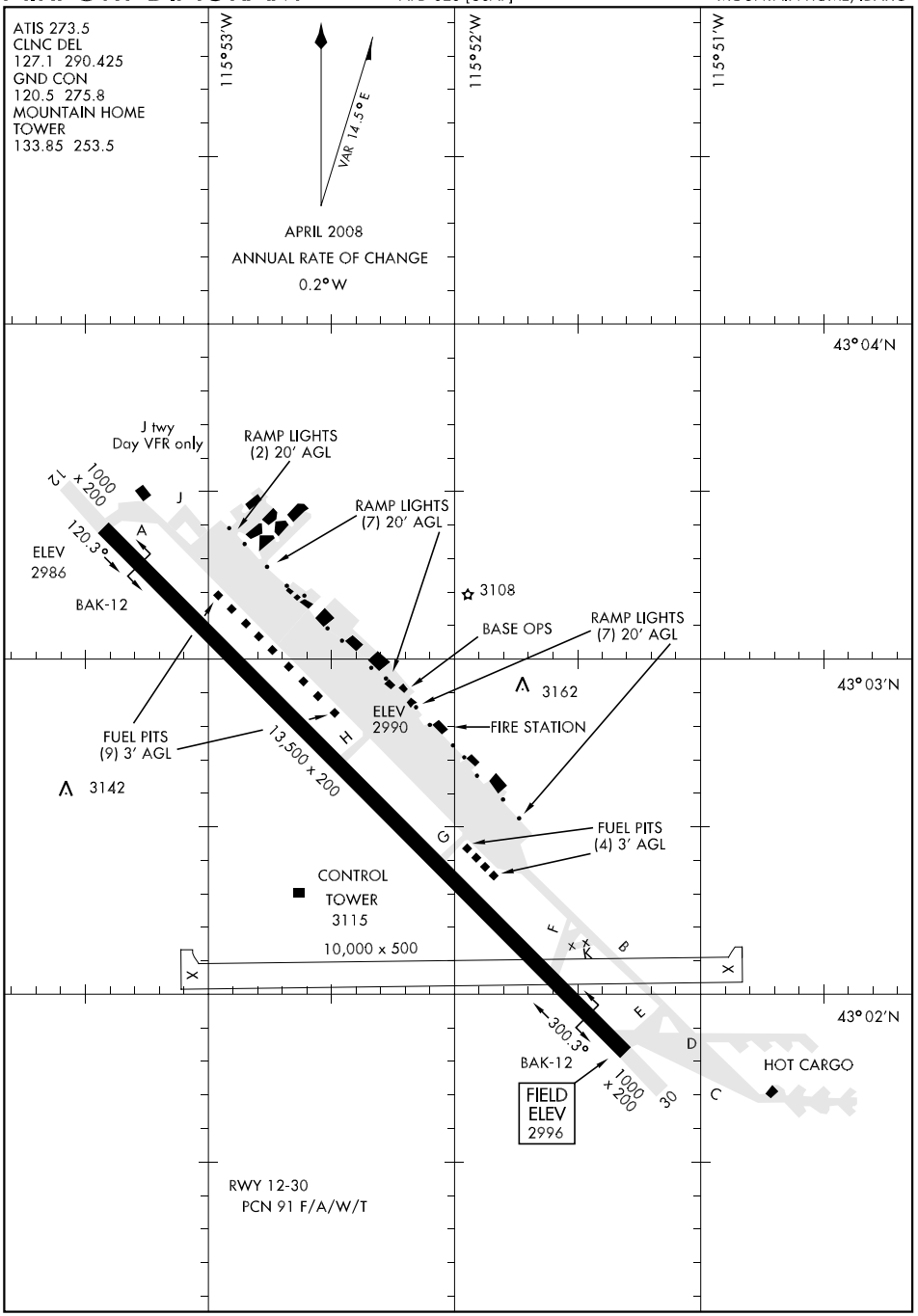
MISSED APPROACH: Climb to 12000 direct LALBE and via track 278° to WADPO and via track 241° to SUMOQ and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CENTER	UNICOM
119.925	128.05 387.15	122.8 (CTAF)



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MOOSE CREEK RANGER STATION

MOOSE CREEK (USFS) (1U1) 0 SW UTC−7(−6DT) N46°07.25′ W114°55.64′ **GREAT FALLS**

2454 NOTAM FILE BOI

RWY 01–19: 4100X250 (TURF)

RWY 01: Trees. **RWY 19:** Trees.

RWY 04–22: 2300X200 (TURF)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Unattended. Rwy 01–19 CLOSED Nov 1 thru Memorial Day weekend, except for skis on snow. Ctc USFS arpt manager 208–926–4258, for briefings and rwy conditions. Rwy 01–19 recommend ldg Rwy 19 tfk Rwy 01 when wind conditions permit. Land Rwy 04, tkf Rwy 22, go around not recommended. Rwy 01–19 muddy spring and winter. Use Rwy 04–22 early spring and late fall/winter when possible due to better drainage and firmer surface. Rwys subject to temporary closures. Big game animals on and in vicinity of arpt. Skis winter months. No winter maintenance.

COMMUNICATIONS: CTAF 122.9

MOUNTAIN HOME AFB (MUO)(KMUO) AF 10 SW UTC−7(−6DT) N43°02.62′ W115°52.35′ **SALT LAKE CITY**

2996 B TPA—See Remarks NOTAM FILE MUO Not insp. **H–3C, L–11B**

RWY 12–30: H13501X200 (PEM) PCN 91 F/A/W/T HIRL **DIAP, AD**

RWY 12: ALSF1. PAPI. **RWY 30:** ALSF1. PAPI.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TODA–13501 ASDA–13501

RWY 30: TODA–13501 ASDA–13501

ARRESTING GEAR/SYSTEM

RWY 12 HOOK BAK–12B(B) (964′) HOOK BAK–12B(B) (964′) **RWY 30**

MILITARY SERVICE: LGT Rwy 12–30 PAPI unusable byd 5° from rwy centerline. Rwy 12–30 ILS and PAPI runway reference point not coincidental. Thld lgt gated for fighter acft. **A–GEAR** Rwy 12–30 BAK–12B in raised position, requires 30 minutes prior notice for removal. **JASU** 2(AM32A–60) **FUEL** J8 **FLUID** LHOX LOX De-ice **OIL** O–148–156 JOAP **TRAN ALERT** Opr Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays.

MILITARY REMARKS: Opr Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Dep acft restricted to 4700′ until passing 3 DME. PPR only except VIP Code 6 or above, AIREVAC and SAAM. Minimum 24 hrs notice required and no more than 7 days prior. Acft requiring customs must coordinate for PPR no later than 72 hrs prior. All acft must adhere to PPR estimated time of arrival +/− 30 minutes or PPR is invalid. Ctc Base OPS DSN 728–2222, C208–828–2222, fax extension 4128. Delta live ordnance loading area (LOLA) spot 1 and CHARLIE LOLA spots 1 and 5 clsd to all acft. **CAUTION** Taxi–lines in end of rwy are made for acft with wingspans of 43′ or less only. Waterfowl hazard. **TFC PAT** TPA—Overhead 5200(2204). Rectangular 4300(1304), lgt acft/helicopter 3800(804). **NS ABTMT** Command quiet hr policy in effect 0530–1300Z‡. **CSTMS/AG/IMG** Consult base ops prior planning mission. Acft req support must ctc 366 SFS police DSN 728–2256, com 208–828–2256 and/or afld manager DSN 728–2222, com 208–828–2222 at least 24 hr prior arrival. Failure to comply may result in delays. 366 SFS police provide customs for US military personnel. Customs required for all cargo and non–US military personnel must be completed by US customs office, Boise. Ensure aircrew remain at acft until customs arrive. **MISC** Afld subject to short notice closures. First 1280′ Rwy 12–30 conc, mid 10940′ asphaltic conc. Acft carry drag chutes to park or advise twr. Standard USAF RSRS applied. ACC acft expect reduced rwy separation: ACC acft not wishing to participate in RSRS will make intentions known on initial ctc with twr. Afld wx is monitored by AN/FMQ–19 automated observing system and augmented by human observer during opr hr. DSN 728–6303, C208–828–6303, FAX extension 4438.

COMMUNICATIONS: ATIS 273.5 **PTD** 138.9 372.2

RCO 122.6 (BOISE RADIO)

Ⓡ **APP CON** 124.8 259.1 (Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays

TOWER 133.85 253.5 (Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays. **GND CON** 120.5 275.8 **CLNC DEL** 127.1 290.425

Ⓡ **DEP CON** 371.2 (Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays.

ACC COMD POST 311.0 321.0 15091 (Have QUICK timing avbl 381.3) (RAYMOND 27) **PMSV METRO** 342.5 Full svc available from WX during airfield operating hours. Remote briefing svc available from 25 OWS Davis Monthan AFB, DSN 228–6598, COM (520) 228–6598.

AIRSPACE: CLASS D svc Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

(L) TACAN MUO (114.0) Chan 87 N43°02.43′ W115°52.48′ at fld. 3000/18E. Unmonitored when clsd. No NOTAM MP Wed 1100–1400Z‡.

LIBERATOR (L) VORW 114.9 LIA N42°58.96′W115°46.46′ 292° 5.7 NM to fld.

ILS 110.3 I–MUO Rwy 12. Unmonitored when clsd. No-NOTAM MP Mon/Tue/Fri 1100–1400Z‡.

ILS 111.7 I–BRN Rwy 30. Unmonitored when clsd. No-NOTAM MP Mon/Tue/Fri 1100–1400Z‡.

COMM/NAV/WEATHER REMARKS: Radar maintenance Thu 1230–1400Z‡.

HI-ILS RWY 12

LOC I-MUO	APCH CRS	Rwy ldg 13,500 / TDZE 2986 / Arpt Elev 2996
110.3	117°	

JAL-323 [USAF]

MOUNTAIN HOME AFB (KMUO)

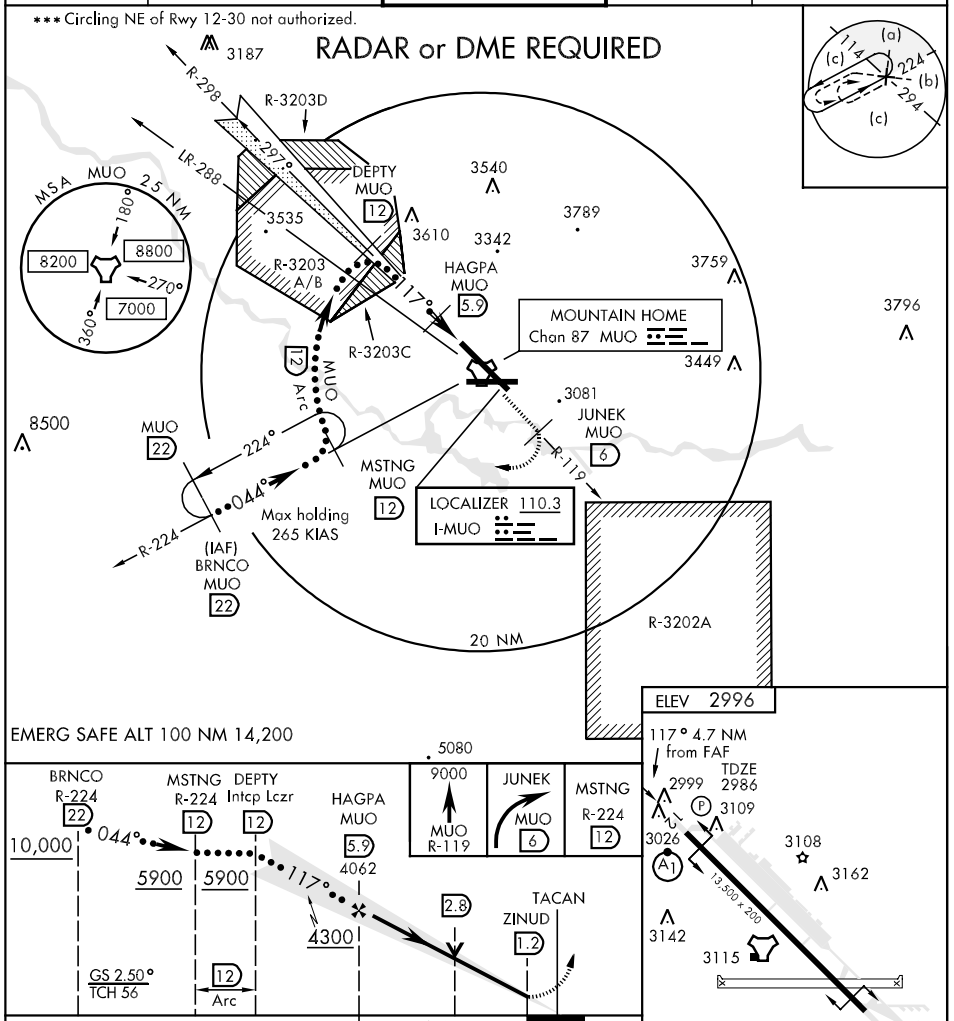
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425

*** Circling NE of Rwy 12-30 not authorized.



CATEGORY	C	D	E
S-ILS 12 *	3186/24	200 (200-½)	
S-LOC 12 **	3480/40 494 (500-¾)	3480/50 494 (500-1)	3480/60 494 (500-1¼)
CIRCLING ***	3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

FAF to MAP 4.7 NM					
Knots	120	140	160	180	200
Min:Sec	2:21	2:01	1:46	1:34	1:25

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HI-ILS RWY 30

LOC I-BRN	APCH CRS	Rwy ldg 13,500 / TDZE 2996 / Arpt Elev 2996
111.7	297°	

JAL-323 [USAF]

MOUNTAIN HOME AFB (KMUO)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

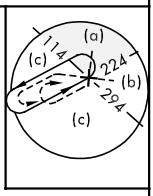
ALSF-1

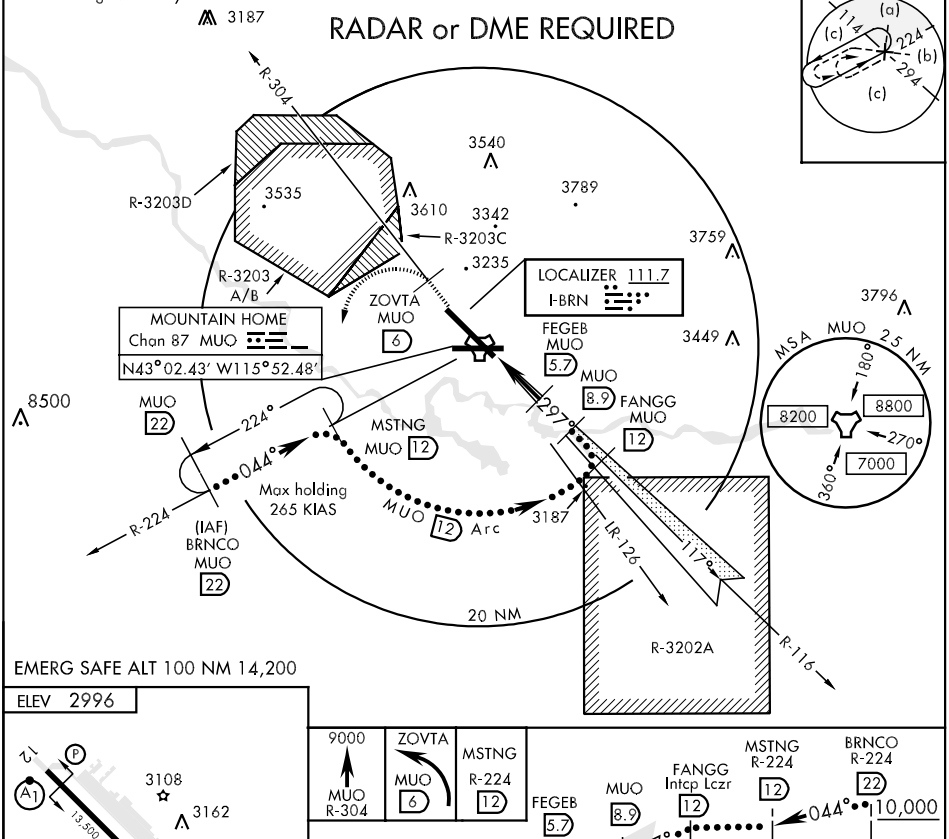
MISSED APPROACH: Climb to 9000 via MUO R-304 to ZOVTA INT/6 DME, turn left direct MSTNG and hold.

ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425

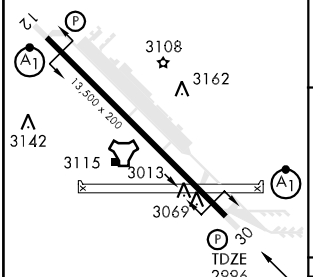
* * * Circling NE of Rwy 12-30 not authorized.

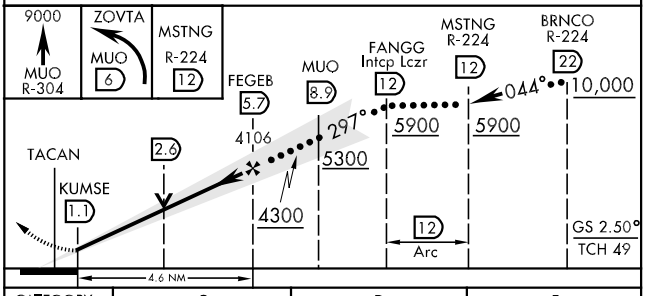
RADAR or DME REQUIRED





EMERG SAFE ALT 100 NM 14,200





FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:19	1:59	1:44	1:33	1:24

CATEGORY	C	D	E
S-ILS 30 *	3196/24	200 (200-½)	
S-LOC 30 **	3460/40 464 (500-¾)	3460/50 464 (500-1)	3460/60 464 (500-1¼)
CIRCLING ***	3520-1½ 524 (600-1½)	3560-2	564 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 12

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
MUO Chan 87	124°	13,500	2986	2996

JAL-323 [USAF]

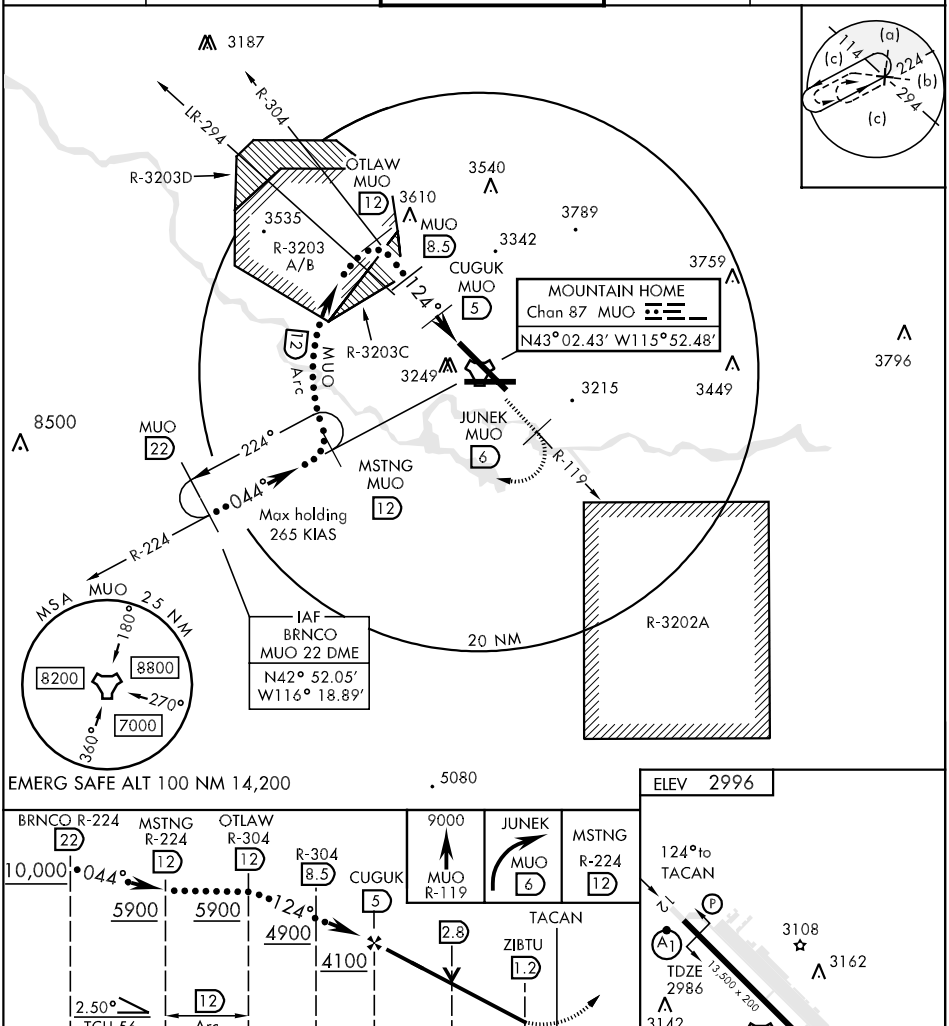
MOUNTAIN HOME AFB (KMUO)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling NE of Rwy 12-30 not authorized.

ALSF-1

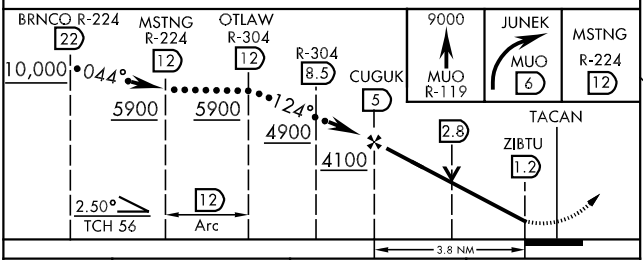
MISSED APPROACH: Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

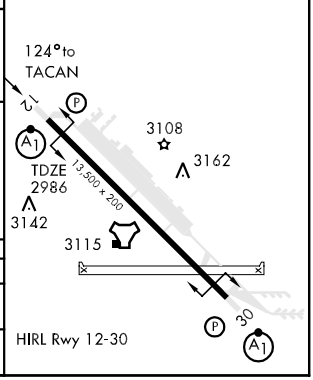
ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425



EMERG SAFE ALT 100 NM 14,200

5080





CATEGORY	C	D	E
S-12 *	3480/40 494 (500-¾)	3480/50 494 (500-1)	3480/60 494 (500-1¼)
CIRCLING **	3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 30

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
MUO Chan 87	290°	13,500	2996	2996

JAL-323 [USAF]

MOUNTAIN HOME AFB (KMUO)

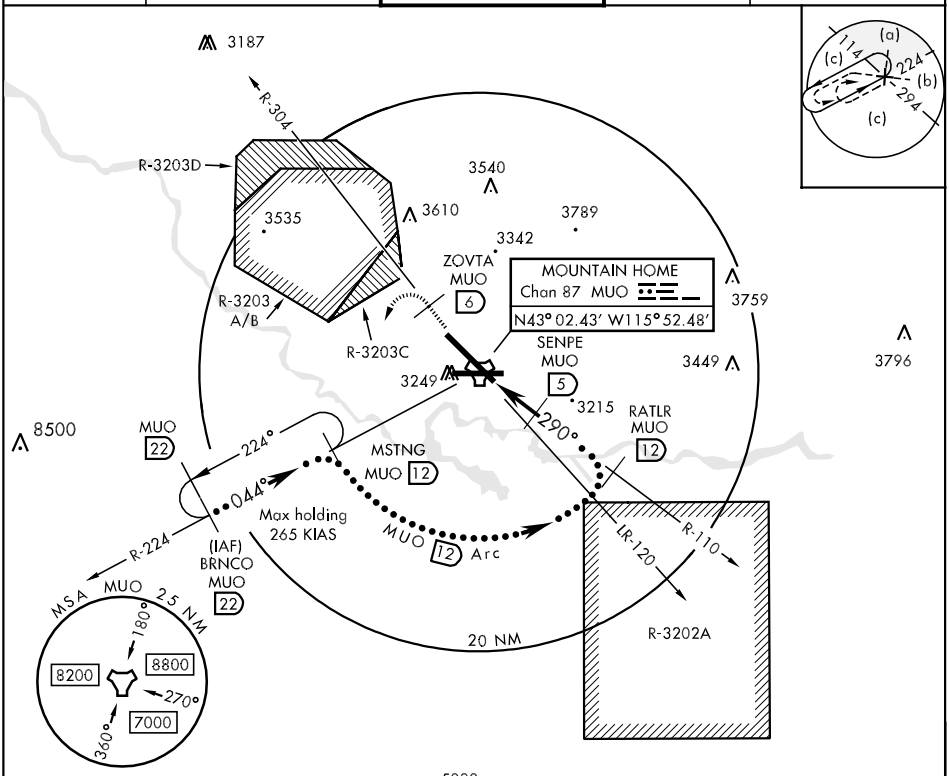
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

** Circling NE of Rwy 12-30 not authorized.

ALSF-1

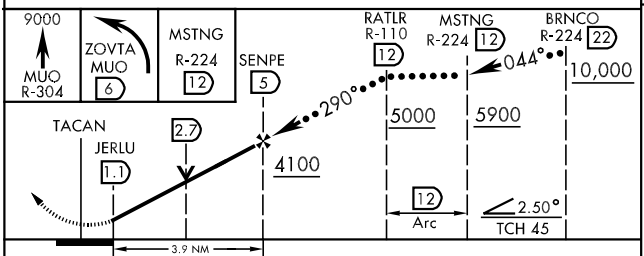
MISSED APPROACH: Climb to 9000 via MUO R-304 to ZOVTA INT/6 DME, turn left direct MSTNG and hold.

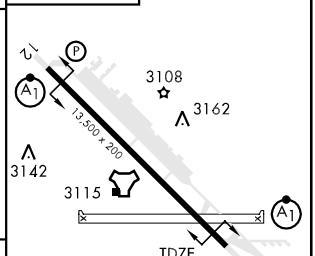
ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425



EMERG SAFE ALT 100 NM 14,200

5080





CATEGORY	C	D	E
S-30*	3480/40 484 (500-¾)	3480/50 484 (500-1)	3480/60 484 (500-1¼)
CIRCLING**	3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

HIRL Rwy 12-30

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-MUO	APCH CRS	Rwy Idg / TDZE / Arpt Elev
110.3	117°	13,500 / 2986 / 2996

AL-323 [USAF]

MOUNTAIN HOME AFB (KMUO)

* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425

*** Circling NE of Rwy 12-30 not authorized.

3535 · R-3203 A/B · R-298 · 297° · DEPTY MUO 12 · LR-288 · 3610 · 3789 · 3342 · HAGPA MUO 5.9 · 117° · R-3203C · MUO 12 Arc

MSA MUO 25 NM: 180° 8800 · 270° 7000 · 360° 8200

MOUNTAIN HOME Chan 87 MUO

LOCALIZER 110.3 I-MUO

3081 · JUNEK MUO 6 · R-119

MUO 22 · 224° · 044° · R-224 · Max holding 265 KIAS

IAF MSTNG MUO 12 DME N42°56.78′ W116°06.90′

10 NM

R-3202A

ELEV 2996

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 14,200

MSTNG R-224 12 · DEPTY Intcp Lczr 12 · 10,000 · 5900 · 117° · HAGPA 5.9 · 4062 · 4300 · 2.8 · TACAN · ZINUD 1.2 · Arc 12 · GS 2.50° TCH 56 · 4.7 NM

9000 MUO R-119 · JUNEK MUO 6 · MSTNG MUO R-224/12

117° 4.7 NM from FAF · TDZE 2986 · 2999 · 3109 · 3026 · 3108 · 3162 · 3142 · 3115 · 13,500 x 200 · 30

HIRL Rwy 12-30

CATEGORY	A	B	C	D	E
S-ILS 12 *	3186/24 200 (200-½)				
S-LOC 12 **	3460/24 474 (500-½)		3460/40 474 (500-¾)	3460/50 474 (500-1)	3460/60 474 (500-1¼)
CIRCLING ***	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

ILS RWY 30

LOC I-BRN	APCH CRS	Rwy Idg / TDZE / Arpt Elev
111.7	297°	13,500 / 2996 / 2996

AL-323 [USAF]

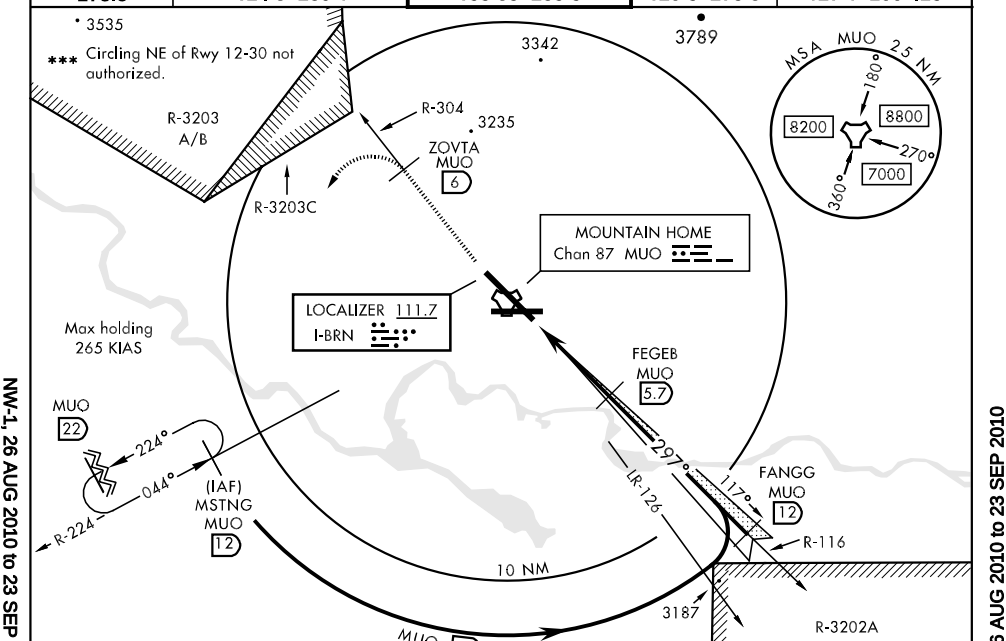
MOUNTAIN HOME AFB (KMUO)

▼ * When ALS inop, increase CAT ABCDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

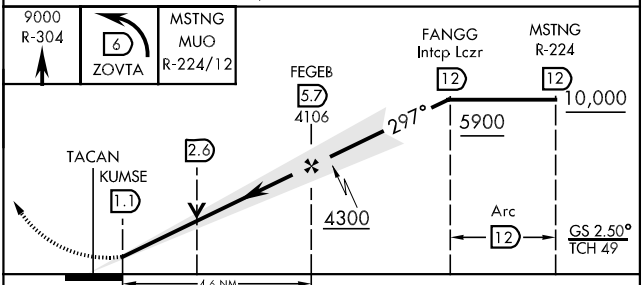
MISSED APPROACH: Climb to 9000 via MUO R-304 to ZOVTA/6 DME, turn left direct MSTNG and hold.

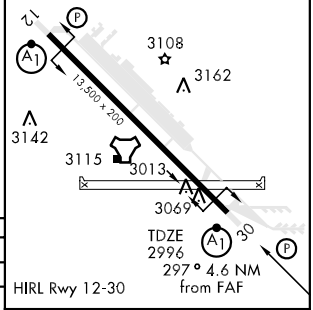
ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 14,200





CATEGORY	A	B	C	D	E
S-ILS 30 *	3196/24 200 (200-½)				
S-LOC 30 **	3460/24 464 (500-½)		3460/40 464 (500-¾)	3460/50 464 (500-1)	3460/60 464 (500-1¼)
CIRCLING ***	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:39	3:06	2:19	1:52	1:33

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 12

TACAN MUO	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-323 [USAF]	MOUNTAIN HOME AFB (KMUO)
Chan 87	124°	13,500 / 2986 / 2996		

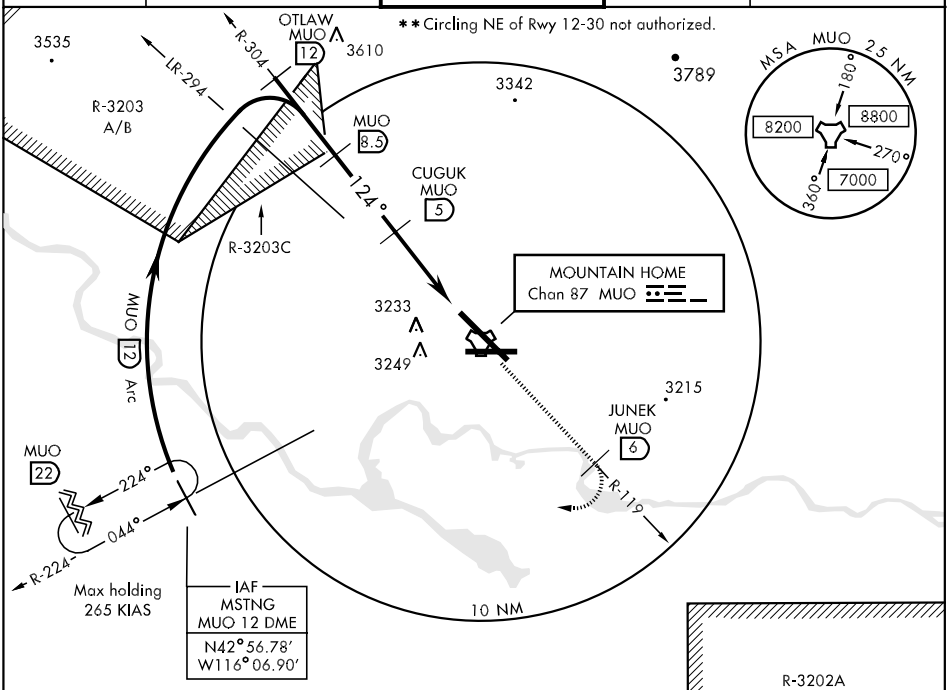
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

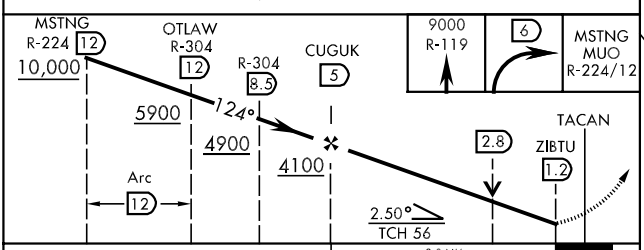
ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425

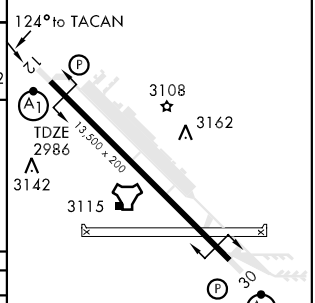
**Circling NE of Rwy 12-30 not authorized.



ELEV 2996

EMERG SAFE ALT 100 NM 14,200





CATEGORY	A	B	C	D	E
S-12 *	3480/40 494 (500-¾)			3480/50 494 (500-1)	3480/60 494 (500-1¼)
CIRCLING **	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

HIRL Rwy 12-30

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 30

TACAN MUO	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-323 [USAF]	MOUNTAIN HOME AFB (KMUO)
Chan 87	290°	13,500 / 2996 / 2996		

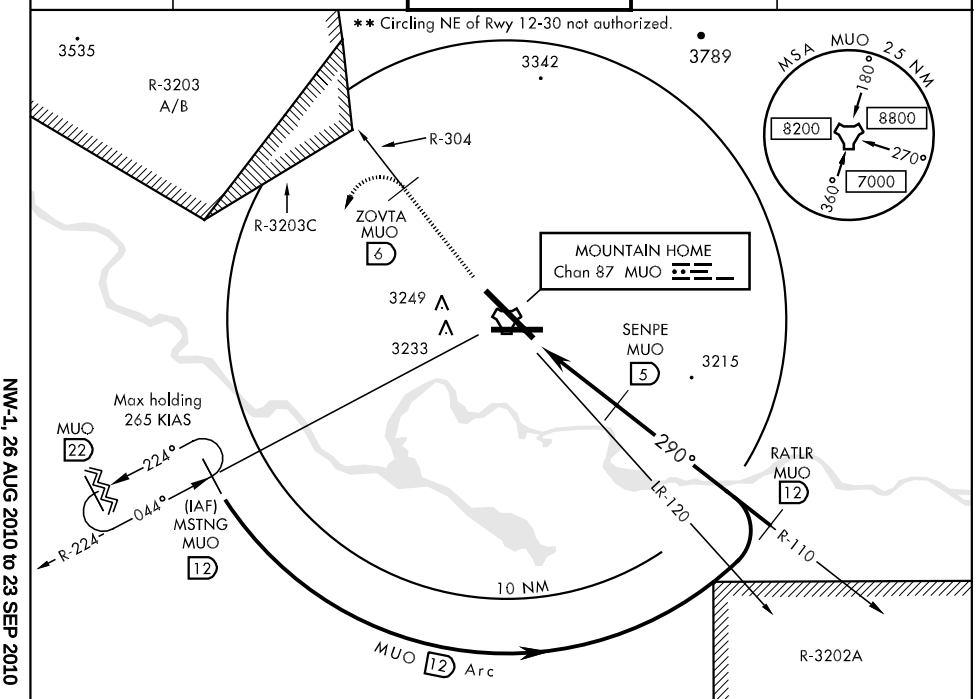
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 9000 via MUO R-304 to ZOVTA INT/6 DME, turn left direct MSTNG and hold.

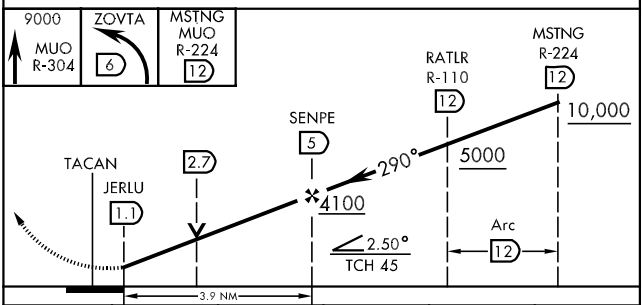
ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425

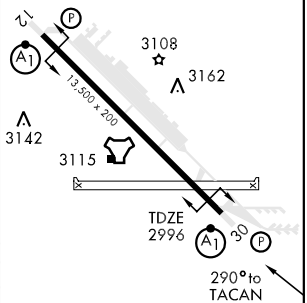
** Circling NE of Rwy 12-30 not authorized.



EMERG SAFE ALT 100 NM 14,200

ELEV 2996





CATEGORY	A	B	C	D	E
S-30 *	3480/24 484 (500-½)		3480/40 484 (500-¾)	3480/50 484 (500-1)	3480/60 484 (500-1¼)
CIRCLING**	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

HIRL Rwy 12-30

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MOUNTAIN HOME MUNI (U76) 2 W UTC−7(−6DT) N43°07.90′ W115°43.83′ — SALT LAKE CITY H–3C, L–11B IAP

3167 B S4 **FUEL** 100LL NOTAM FILE BOI

RWY 10–28: H5000X75 (ASPH) S–42, D–53 MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Fence.

RWY 28: REIL PAPI(P2L)—GA 3.0° TCH 33′. P–line.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Arpt attended after hours emerg only. Fuel avbl 24 hrs with credit card. High performance military jet operations conducted at Mountain Home AFB 8 NM Southwest of arpt. Extensive agricultural ops. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.6 (BOISE RADIO)

Ⓡ **APP/DEP CON** 124.8 (Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays)

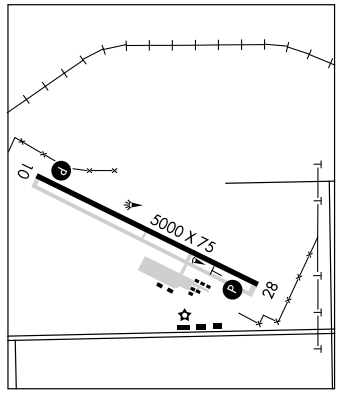
SALT LAKE CENTER APP/DEP CON 118.05

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 124° 32.4 NM to fld. 2876/17E.

LIBERATOR (L) VORW 114.9 LIA N42°58.96′ W115°46.46′ 354° 9.1 NM to fld.

STURGEON NDB (MHW) 333 STI N43°06.80′ W115°39.51′ 272° 3.4 NM to fld. Unusable 320°–020° byd 15 NM.



COMM/NAV/WEATHER REMARKS: NOTE: See SPECIAL NOTICE—All aircraft operating within 20 NM of VOR are requested to contact Mountain Home APP CON on 124.8 for traffic advisory due to intensive military training in area.

MUD LAKE (WEST JEFFERSON CO) (1U2) 1 NW UTC−7(−6DT) N43°51.06′ W112°30.08′ — SALT LAKE CITY L–11C

4787 B NOTAM FILE BOI

RWY 02–20: H3300X40 (ASPH) LIRL (NSTD)

RWY 02: Thld dsplcd 400′. Fence.

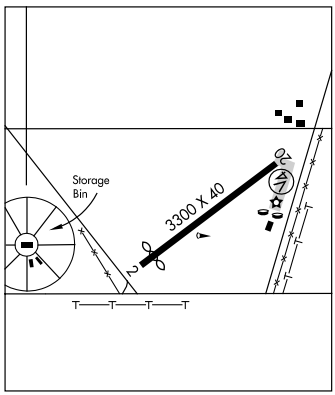
RWY 20: TRCV(TRIL)—GA 3.5° TCH 40′. Road.

AIRPORT REMARKS: Attended May–Oct 1500–0000Z‡, Nov–Apr irregular. LIRL Rwy 20 and rotating bcn inoperative each year 1 Nov–1 Apr. Rwy 20 has low ints thld lgts; first 600′ rwy has low ints edge lgts, remaining 2700′ of rwy illuminated with white edge reflectors. Rwy 20 thld marked with thld lgts only. Dsplcd thld marked with retroreflective reflectors and thld bar. Rwy 20 +40′ pole at 700′, 200′ right. Confirm snow removal and winter condition with arpt manager, 208–663–4328 or 208–529–3875. Night operations recommended only to pilots familiar with airport approaches and surrounding terrain.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33′ W112°12.56′ 207° 19.1 NM to fld. 4915/15E.



MULLAN PASS N47°27.42′ W115°38.76′ NOTAM FILE MLP. — GREAT FALLS H–1C, L–13B

(H) VORW/DME 117.8 MLP Chan 125 264° 22.7 NM to Shoshone Co. 6100/20E. **HIWAS.**

VOR portion unusable 055°–085° byd 20 NM blo 9,500′

RCO 122.15 (BOISE RADIO)

ASOS 135.475 MLP N47°27.42′ W115°38.77′/6028. (208) 744–1721.

MURPHY (1U3) 0 E UTC−7(−6DT) N43°12.96′ W116°32.90′ — SALT LAKE CITY

2855 NOTAM FILE BOI

RWY 12–30: H2500X45 (ASPH)

RWY 12: Road. **RWY 30:** Road.

AIRPORT REMARKS: Unattended. Recommend land Rwy 12, tkf Rwy 30 when wind condition permits. Rwy 12–30 thlds marked with painted rocks. Ctc sheriff's office in courthouse across hwy from arpt for assistance.

COMMUNICATIONS: CTAF 122.9

NDB STI	APP CRS		
333	271°	Rwy Idg	5000
		TDZE	3165
		Apt Elev	3167

NDB RWY 28

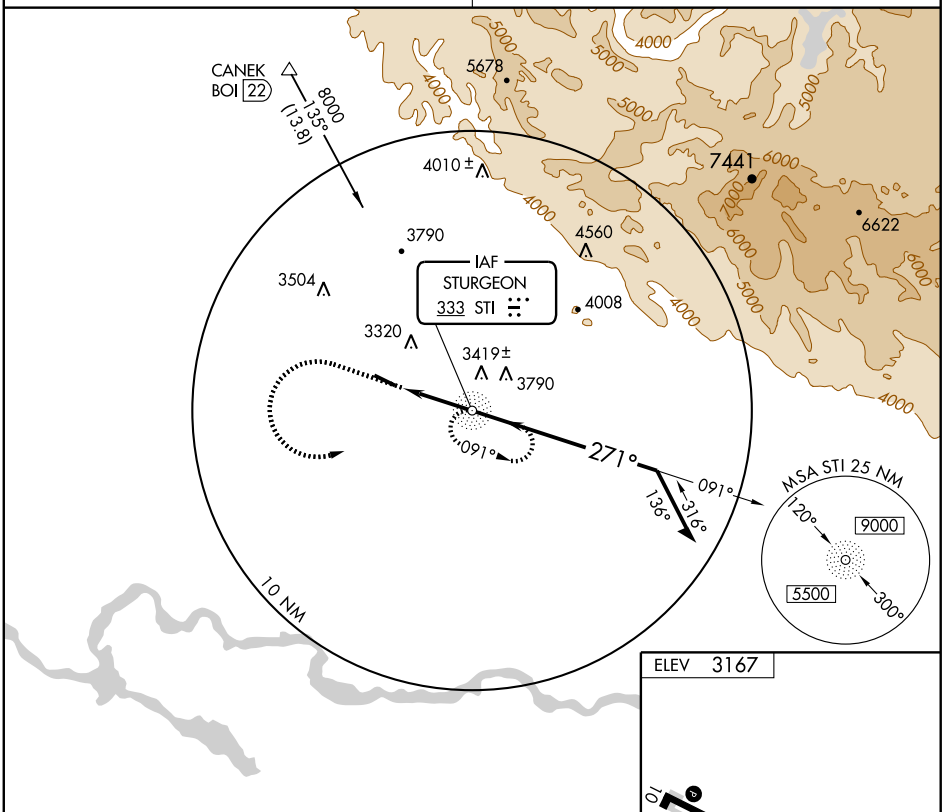
MOUNTAIN HOME MUNI (U76)

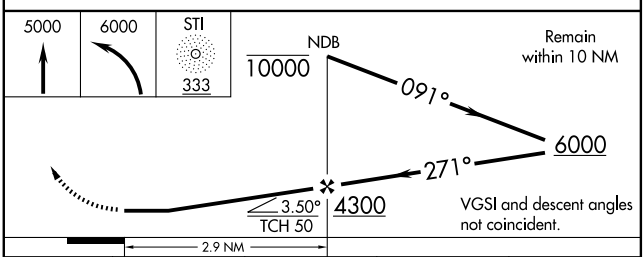
T NA — Circling to Rwy 10 NA at night. Visibility reduction by helicopters NA. Use Mountain Home AFB altimeter setting; when not received, procedure NA.

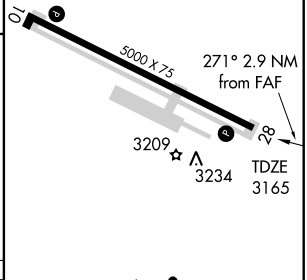
MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct STI NDB and hold.

MOUNTAIN HOME APP CON ★ **124.8 259.1**

UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
S-28	3720-1	555 (600-1)	3720-1½ 555 (600-1½)	3720-1¾ 555 (600-1¾)
CIRCLING	3720-1	553 (600-1)	3820-1¾ 653 (700-1¾)	3840-2¼ 673 (700-2¼)

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 28

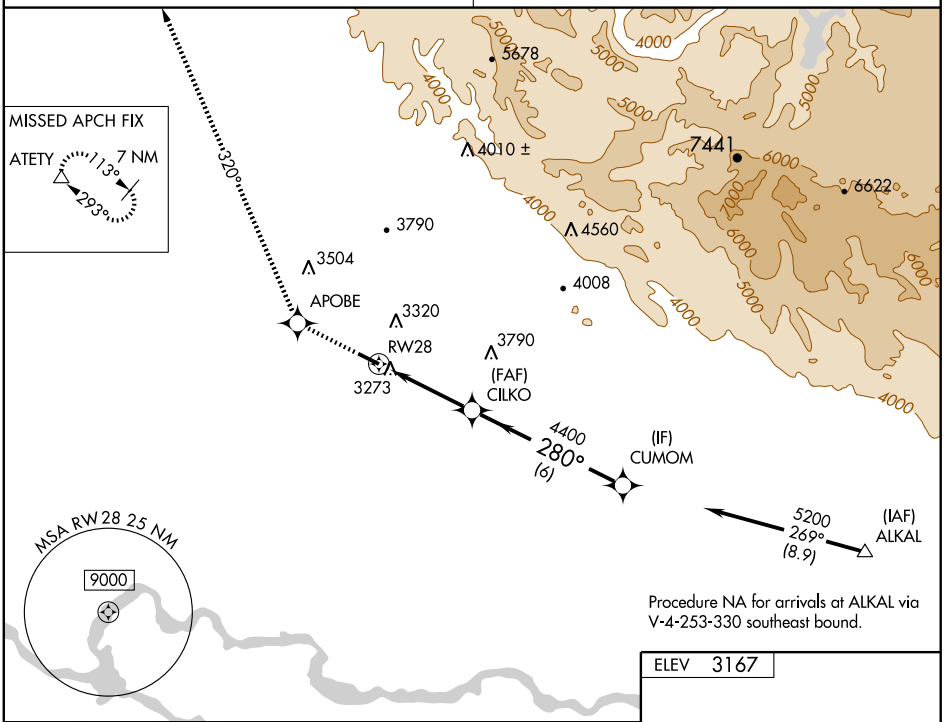
MOUNTAIN HOME MUNI (U76)

WAAS	APP CRS	Rwy Idg	5000
CH 42815	280°	TDZE	3165
W28A		Apt Elev	3167

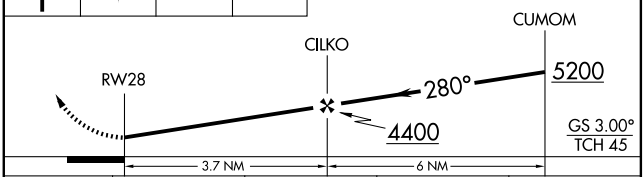
Circling to Rwy 10 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mountain Home AFB altimeter setting, when not received procedure NA.

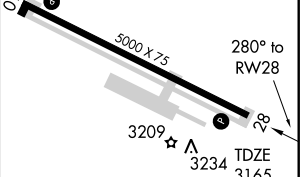
MISSED APPROACH: Climb to 7900 direct APOBE and via track 320° to ATETY and hold, continue climb-in-hold to 7900.

MOUNTAIN HOME APP CON ★	UNICOM
124.8 259.1	122.8 (CTAF) L



7900	APOBE	trk 320°	ATETY	VGSI and RNAV glidepath not coincident.	Procedure Turn NA





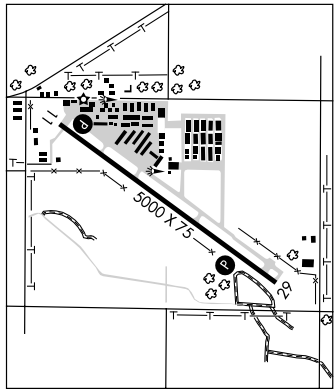
CATEGORY	A	B	C	D
LPV DA	3458-1 293 (300-1)			
LNAV/VNAV DA	3566-1½ 401 (400-1½)			
LNAV MDA	3580-1 415 (500-1)		3580-1¼ 415 (500-1¼)	
CIRCLING	3700-1 533 (600-1)	3720-1 553 (600-1)	3820-1¾ 653 (700-1¾)	3840-2¼ 673 (700-2¼)

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MURPHY HOT SPRINGS (See THREE CREEK)

NAMPA MUNI (MAN) 0 E UTC−7(−6DT) N43°34.88′ W116°31.38′ **SALT LAKE CITY**
2537 B S4 **FUEL** 100LL, JET A OX 2 TPA—3537(1000) NOTAM FILE BOI **H–1C, L–11B**
RWY 11–29: H5000X75 (ASPH) S–26, D–50, 2D–60 MIRL **IAP**
RWY 11: PAPI(P2L)—GA 3.0° TCH 40′. Building.
RWY 29: PAPI(P2L)—GA 3.62° TCH 45′. Trees.
AIRPORT REMARKS: Attended 1500–0000Z‡. ACTIVATE PAPI Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (208) 318–0040.
COMMUNICATIONS: CTAF/UNICOM 122.7
SQUAW BUTTE RCO 122.45 (BOISE RADIO)
Ⓡ **BOISE APP/DEP CON** 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 260° 14.5 NM to fld. 2876/17E.
MERIDIAN NDB (MHW) 238 MPA N43°36.20′ W116°32.34′ 136° 1.5 NM to fld.



NEW MEADOWS (1U4) 0 N UTC−7(−6DT) N44°58.68′ W116°17.04′ **GREAT FALLS**
3908 NOTAM FILE BOI
RWY 14–32: 2400X150 (TURF–GRVL)
RWY 14: Fence. **RWY 32:** Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. No winter maintenance. No line of sight between rwy ends. Rwy 14–32 edges and thlds marked with white rocks. Rwy 14–32 South half 20′ wide gravel strip with loose rocks up to 2″, North half sparse gravel up to 2″, grass may be high. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9
CASCADE RCO 122.35 (BOISE RADIO)

NEZ PERCE N46°22.89′ W116°52.17′ NOTAM FILE LWS. **SEATTLE**
(L) VORW/DME 108.2 MQG Chan 19 246° 6.1 NM to Lewiston–Nez Perce Co. 1720/20E. **L–13B**
DME unmonitored.
VOR portion unusable:
075°–115° byd 20 NM blo 12,000′
115°–155° byd 25 NM blo 6,900′
280°–290° byd 20 NM blo 4,200′
290°–335° byd 25 NM blo 4,000′

NEZ PERCE MUNI (ØS5) 0 N UTC−8(−7DT) N46°14.31′ W116°14.31′ **GREAT FALLS**
3201 NOTAM FILE BOI
RWY 15–33: H2400X30 (ASPH)
RWY 15: Hill. **RWY 33:** Trees.
AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1600–0100Z‡, Nov–Mar irregularly. 55′ AGL unmarked/unlgtd steel grain twr located 1350′ south of Rwy 33, 116′ left of extended centerline.
COMMUNICATIONS: CTAF 122.9

NORDMAN

PRIEST LAKE USFS (67S) 3 S UTC−8(−7DT) N48°34.50′ W116°57.81′ **GREAT FALLS**
2611 NOTAM FILE BOI
RWY 14–32: 4400X175 (TURF–GRVL)
RWY 14: Road. **RWY 32:** Road.
AIRPORT REMARKS: Unattended. USFS helipad private use. No winter maintenance. Rwy 14–32 may not be mowed to full width. Rwy 32 +14′ road at 300′ on centerline, 60′ trees at 500′ to 1000′ on centerline. Rwy 14–32 thlds marked with concrete strips. Do not park acft within 100′ of wx station.
COMMUNICATIONS: CTAF 122.9

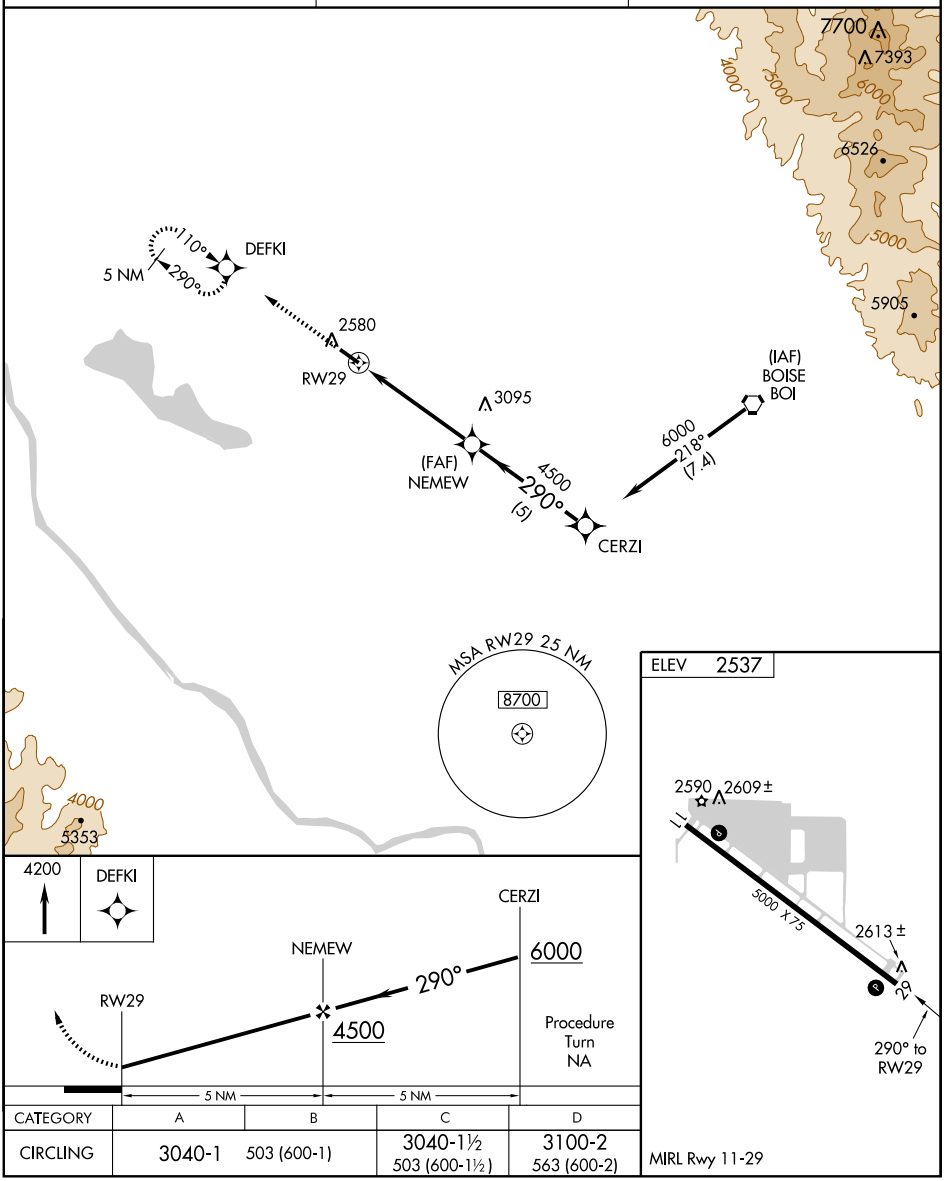
APP CRS	Rwy Idg	N/A
290°	TDZE	N/A
	Apt Elev	2537

GPS-B
NAMPA MUNI (MAN)

NA — Use Caldwell altimeter setting.

MISSED APPROACH: Climb to 4200 direct DEFKI WP and hold.

AWOS-3	BOISE APP CON	UNICOM
118.325	119.6 269.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3040-1	503 (600-1)	3040-1½ 503 (600-1½)	3100-2 563 (600-2)

MIRL Rwy 11-29

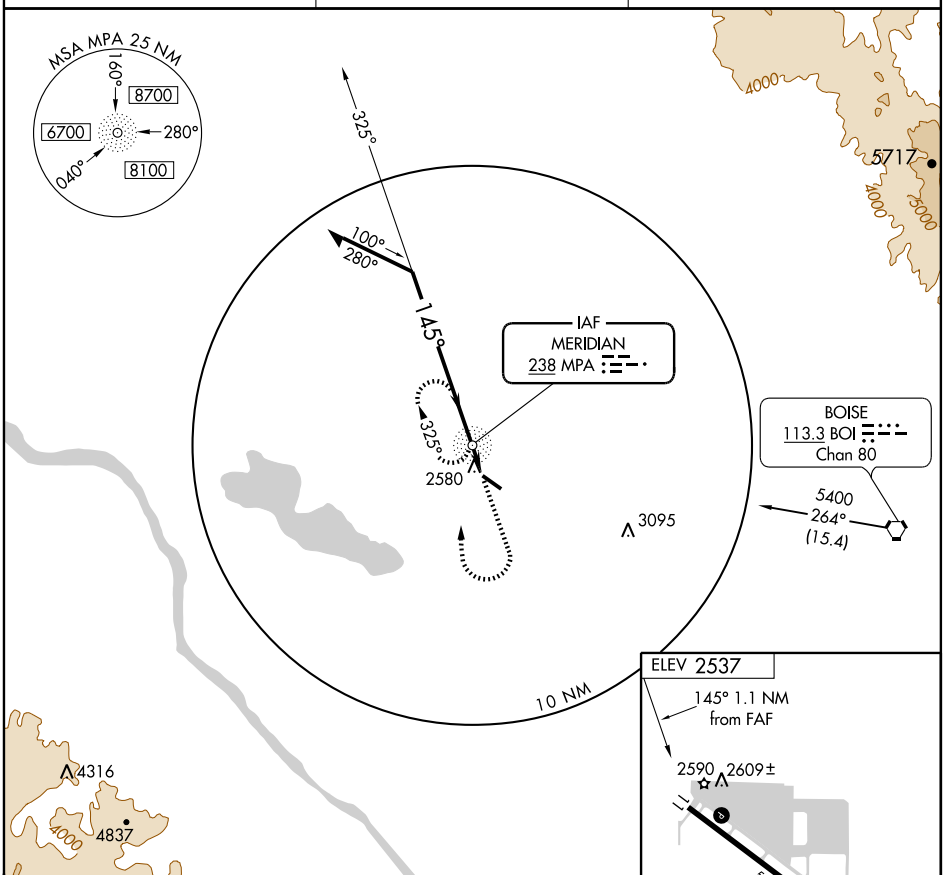
NDB MPA 238	APP CRS 145°	Rwy Idg N/A TDZE N/A Apt Elev 2537

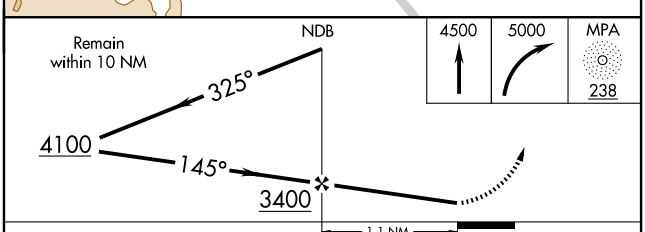
NDB-A
NAMPA MUNI (MAN)

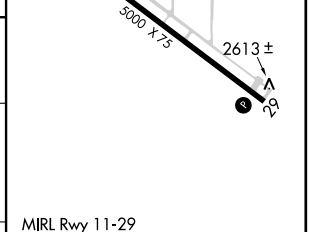
Use Caldwell altimeter setting; if not received use Boise altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 4500 then climbing righ turn to 5000 direct MPA NDB and hold.

AWOS-3	BOISE APP CON	UNICOM
118.325	119.6 269.4	122.7 (CTAF) L







MIRL Rwy 11-29

CATEGORY	A	B	C	D
CIRCLING	3040-1	503 (600-1)	3040-1½ 503 (600-1½)	3100-2 563 (600-2)

FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5000
CH 78202	110°	TDZE	2537
W11A		Apt Elev	2537

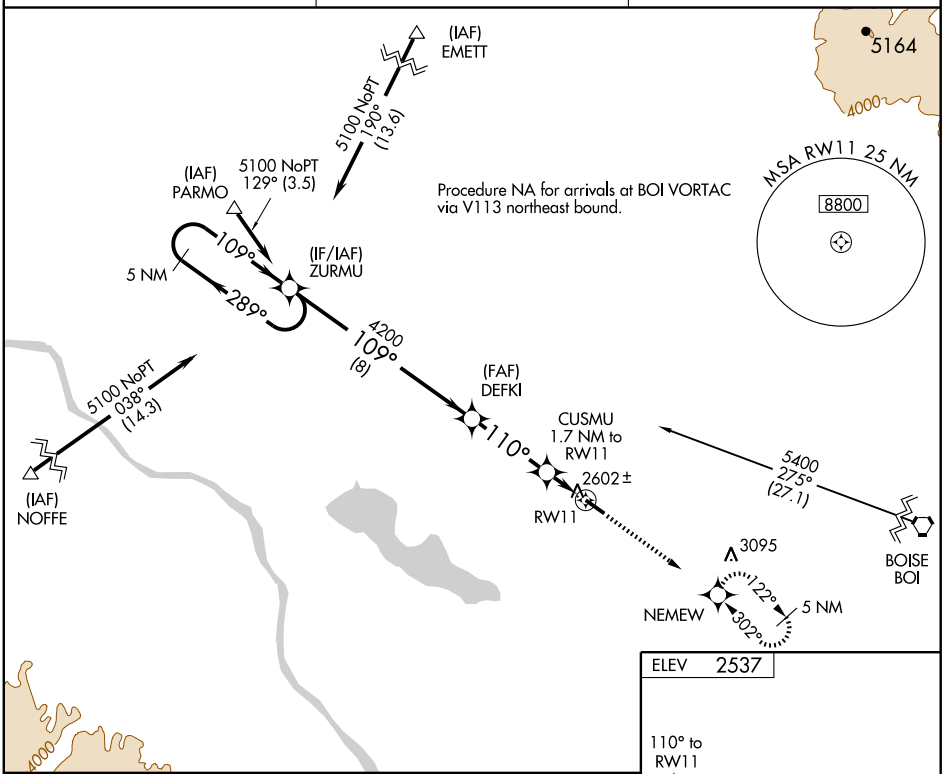
RNAV (GPS) RWY 11

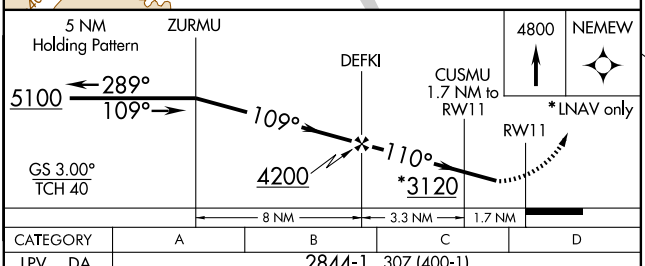
NAMPA MUNI (MAN)

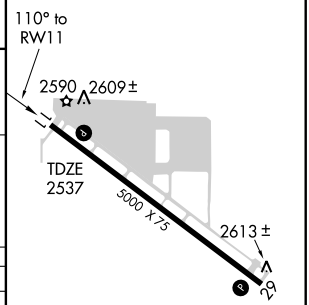
Baro-VNAV NA.
NA Use Caldwell Industrial altimeter setting; if not received, use Boise Air Terminal/Gowen Fld altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4800 direct NEMEW and hold, continue climb-in-hold to 4800.

AWOS-3	BOISE APP CON	UNICOM
118.325	119.6 269.4	122.7 (CTAF) L







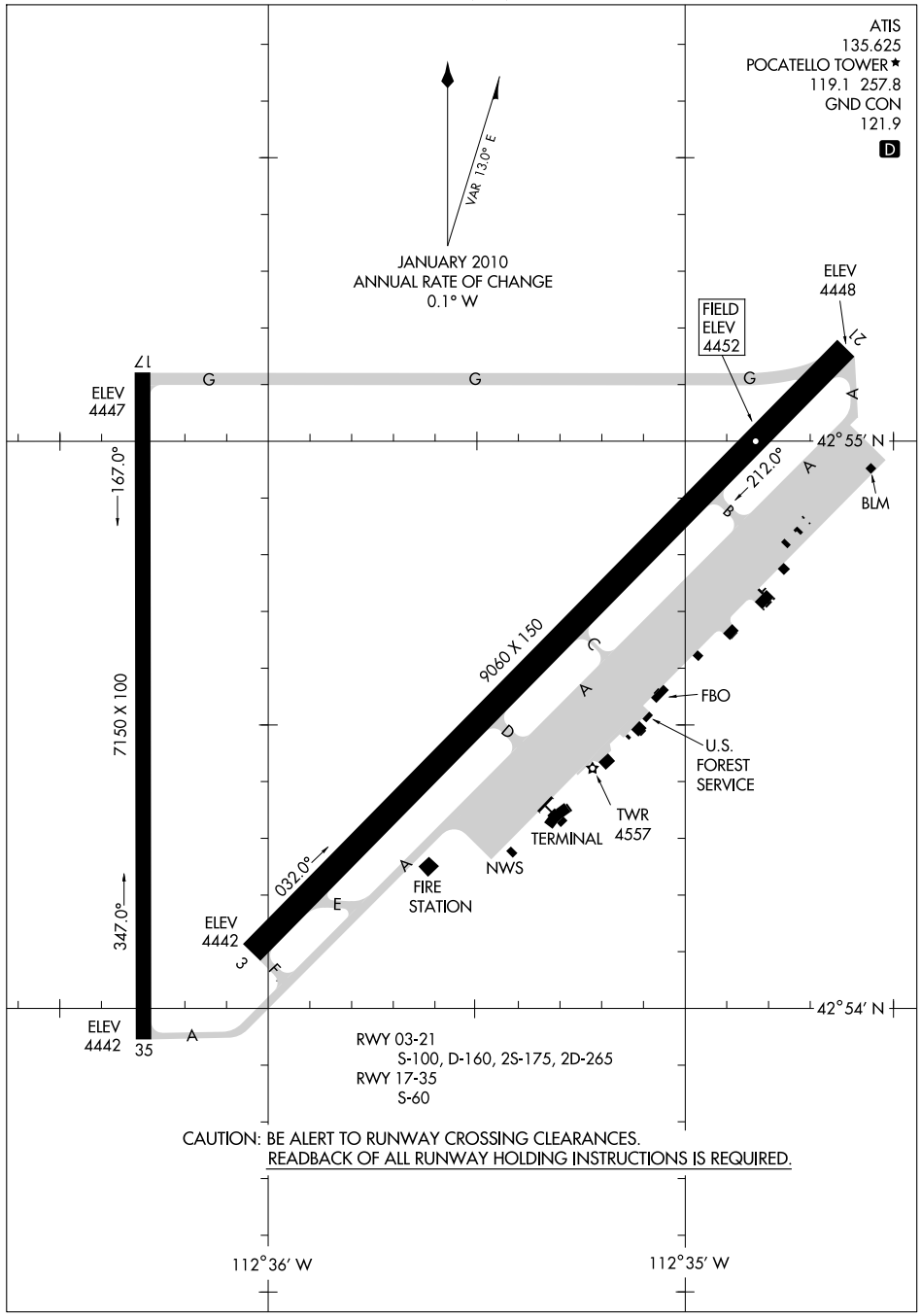
CATEGORY	A	B	C	D
LPV DA	2844-1 307 (400-1)			
LNAV/VNAV DA	2881-1¼ 344 (400-1¼)			
LNAV MDA	2900-1 363 (400-1)			2900-1¼ 363 (400-1¼)
CIRCLING	3040-1 503 (600-1)		3040-1½ 503 (600-1½)	3100-2 563 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

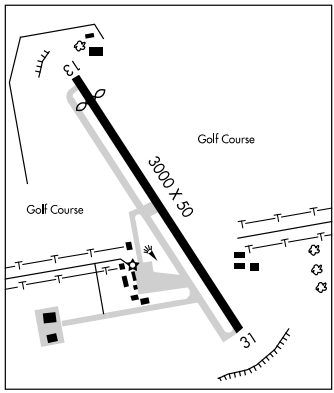
AL-327 (FAA)

POCATELLO RGNL (PIH)
POCATELLO, IDAHO



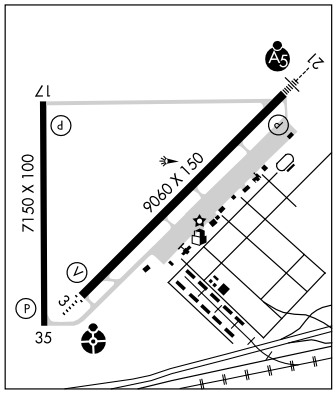
NW-1, 26 AUG 2010 to 23 SEP 2010

PAYETTE MUNI (S75) 2 NE UTC−7(−6DT) N44°05.67′ W116°54.22′ **SALT LAKE CITY**
2228 B S8 NOTAM FILE BOI **L–11B**
RWY 13–31: H3000X50 (ASPH) S–8 LIRL
RWY 13: Thld dsplcd 250′. Trees.
AIRPORT REMARKS: Unattended. Golfers adjacent to rwy edges and Rwy 13 thld. Arpt CLOSED to acft over 10,000 lbs gross weight. Rwy 31 thlds marked with white concrete markers and white concrete boundary markers. 2885′ MSL (405′ AGL) marked and lgtd steel tower located 2.2 miles S of arpt. ACTIVATE LIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 300° 44.8 NM to fld. 2876/17E.



PINE (1U9) 1 S UTC−7(−6DT) N43°27.74′ W115°18.55′ **SALT LAKE CITY**
4232 NOTAM FILE BOI
RWY 16–34: 2300X125 (TURF–DIRT)
RWY 16: Road. **RWY 34:** Brush. Rgt tfc.
AIRPORT REMARKS: Unattended. No winter maintenance. Dog–leg north end of strip. Rwy 16–34 edges and thlds marked with white rocks.
COMMUNICATIONS: CTAF 122.9

POCATELLO RGNL (PIH) 7 NW UTC−7(−6DT) N42°54.59′ W112°35.76′ **SALT LAKE CITY**
4452 B S4 **FUEL** 100LL, JET A1, A1 + OX 3, 4 Class II, ARFF Index A NOTAM FILE PIH **H–3D, L–11C**
RWY 03–21: H9060X150 (ASPH–PFC) S–100, D–160, 2S–175, 2D–265 HIRL **IAP, AD**
RWY 03: ODALS. VASI(V4L)—GA 3.0° TCH 53′.
RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 58′.
RWY 17–35: H7150X100 (ASPH) S–60 MIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 35: PAPI(P4L)—GA 3.0° TCH 45′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–9060 TODA–9060 ASDA–9060 LDA–9060
RWY 21: TORA–9060 TODA–9060 ASDA–9060 LDA–9060
AIRPORT REMARKS: Attended 1300–0500Z‡. Flocks of waterfowl invof arpt. Twy G has no edge lights or reflectors, restricted to day use only. Radio controlled acft 1 mile east of arpt blo 400′ AGL. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 208–234–6154 or 208–237–4738. Rwy 17–35 not available to air carrier ops with more than 30 passenger seats. After twr closed ACTIVATE MIRL Rwy 17–35, HIRL Rwy 03–21, ODALS Rwy 03, MALSR Rwy 21—CTAF.
WEATHER DATA SOURCES: ASOS 135.625 (208) 235–1287.
COMMUNICATIONS: CTAF 119.1 **ATIS** 135.625 (208) 232–2269
UNICOM 122.95
RCO 122.35 (BOISE RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 128.35
TOWER 119.1 (1300–0500Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.
(H) VORTACW 112.6 PIH Chan 73 N42°52.22′ W112°39.13′ 029° 3.4 NM to fld. 4433/17E.
VOR portion unusable 060°–130° beyond 25 NM below 13,500′.
DME portion unusable 060°–130° beyond 25 NM below 13,500′.
TYHEE NDB (LOM) 383 PI N42°57.83′ W112°30.98′ 210° 4.8 NM to fld. Unmonitored when twr clsd.
ILS/DME 110.3 I–PIH Chan 40 Rwy 21. Class IE. LOM TYHEE NDB. LOC unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at tower. FBO monitors 122.95 and 123.0.



LOC/DME I-PIH	APP CRS	Rwy Idg	9060
110.3	211°	TDZE	4452
Chan 40		Apt Elev	4452

ILS or LOC RWY 21

POCATELLO RGNL (PIH)

Circling NA southeast of Rwy 3-21.
For inoperative MALSR, increase S-ILS-21 Cat E visibility to RVR 4000, and S-LOC-21 Cat E visibility to RVR 5000. ** Visibility CAT A/B/C/D, RVR 1800 authorized with the use of FD or AP or HUD to DA.

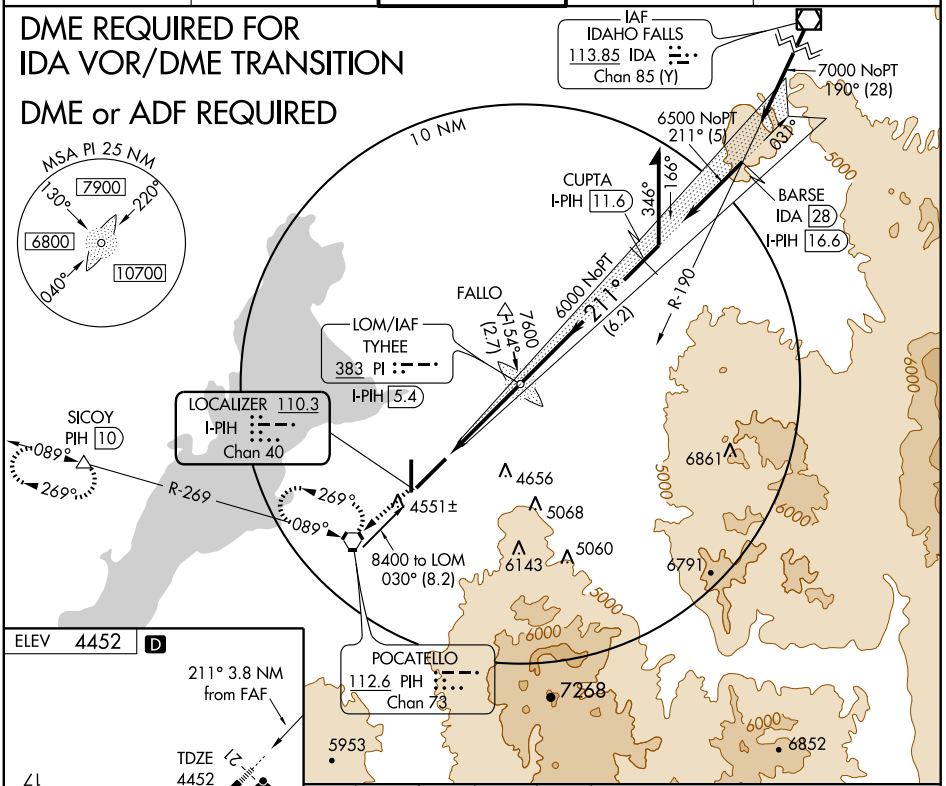
MALSR

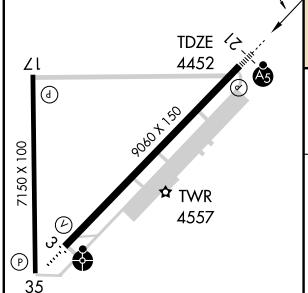
MISSED APPROACH: Climb to 7400 direct PIH VORTAC, continue climb via PIH VORTAC R-269, then right turn direct PIH VORTAC and hold (TACAN aircraft continue via PIH VORTAC R-269 to SICOY/ PIH 10 DME and hold W, right turns, 089° inbound).

ATIS	SALT LAKE CENTER	POCATELLO TOWER*	GND CON	UNICOM
135.625	128.35 239.25	119.1 (CTAF) L 257.8	121.9	122.95

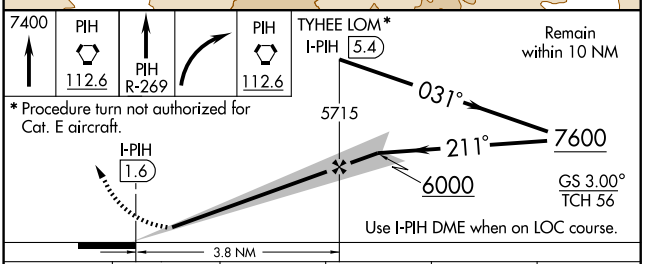
DME REQUIRED FOR IDA VOR/DME TRANSITION

DME or ADF REQUIRED





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

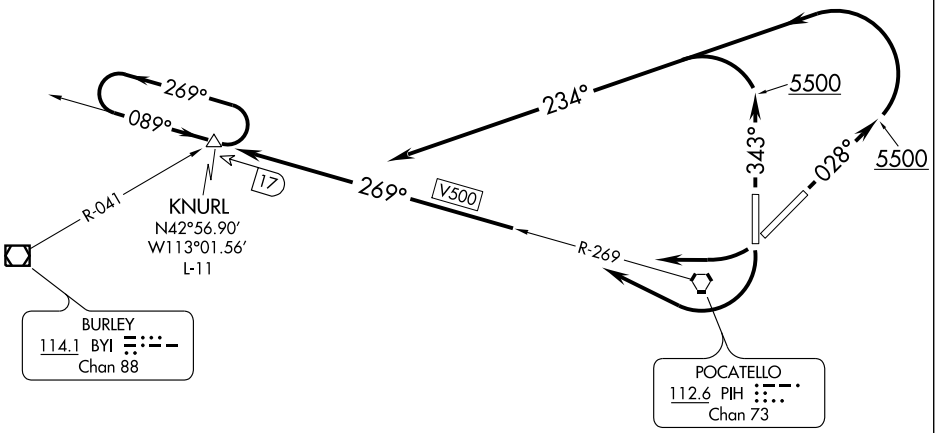


CATEGORY	A	B	C	D	E
S-ILS 21	** 4652/24 200 (200-½)				
S-LOC 21	4740/24 288 (300-½)			4740/40 288 (300-¾)	
CIRCLING	4820-1 368 (400-1)	4920-1 468 (500-1)	4920-1½ 468 (500-1½)	5020-2 568 (600-2)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

KNURL ONE DEPARTURE (OBSTACLE)

BOISE RADIO
122.6
POCATELLO TOWER ★
119.1 (CTAF) 257.8
SALT LAKE CENTER
128.35 239.25



TAKE-OFF MINIMUMS

Rwy 3, 21, 35: Standard.
Rwy 17, 400-2 or standard with minimum climb of 270' per NM to 4900.

TAKE-OFF OBSTACLE NOTES

Rwy 3, Trees beginning 3353' from DER, 735' left of centerline, up to 100' AGL/4549' MSL.
Rod on obstruction light 978' from DER, 759' right of centerline, 39' AGL/4486' MSL.
Rwy 17, Transmission tower 1.1 NM from DER, 2395' left of centerline, 252' AGL/4693' MSL.
Trees beginning 1.6 NM from DER, 2642' left of centerline, up to 100' AGL/4759' MSL.
Fence 112' from DER, 416' right of centerline, 12' AGL/4453' MSL.
Bush 30' from DER, 261' right of centerline, 3' AGL/4445' MSL.
Fence 208' from DER, 421' right of centerline, 13' AGL/4449' MSL.
Rwy 21, Antenna 453' from DER, 309' left of centerline, 20' AGL/4466' MSL.
Light on localizer, 543' from DER, 286' left of centerline, 20' AGL/4462' MSL.
Rwy 35, Electrical equipment 197' from DER, 248' left of centerline, 7' AGL/4454' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb heading 028° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . . .
TAKE-OFF RUNWAY 35: Climb heading 343° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . . .
TAKE-OFF RUNWAY 17: Climbing right turn to 7500 via PIH R-269 to KNURL INT, thence . . . .
TAKE-OFF RUNWAY 21: Climbing right turn to 7500 via PIH R-269 to KNURL INT, thence . . . .

. . . . via assigned route expect filed altitude 10 minutes after departure.

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9060
CH 97502	031°	TDZE	4444
W03A		Apt Elev	4452

RNAV (GPS) RWY 3

POCATELLO RGNL (PIH)

Inoperative table does not apply. DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (9°F) or above 40°C (104°F). If local altimeter setting not received, use Idaho Falls Rgnl altimeter setting and increase all DAs/MDAs 140 feet.
Baro-VNAV NA when using Idaho Falls Rgnl altimeter setting.

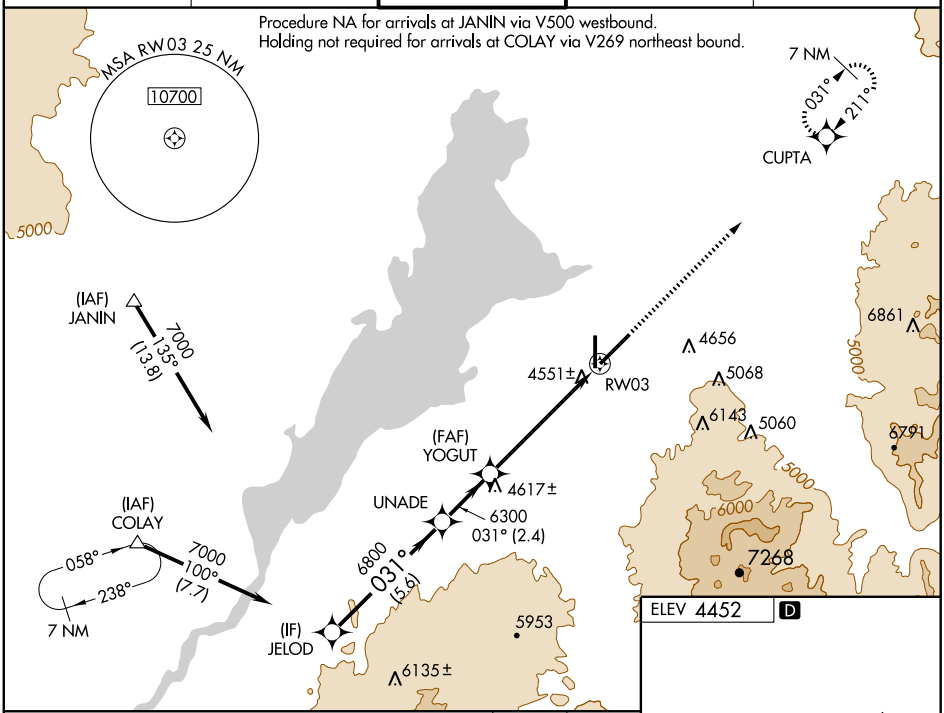
Circling NA southeast of Rwy 3-21.
Visibility reduction by helicopters NA.

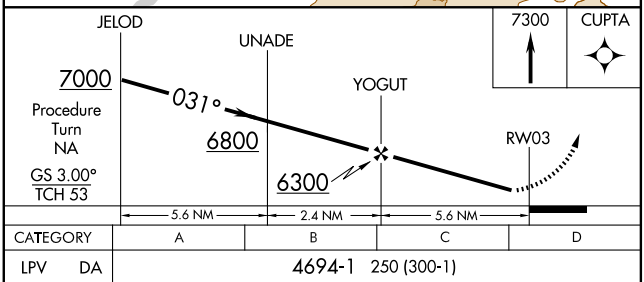
ODALS

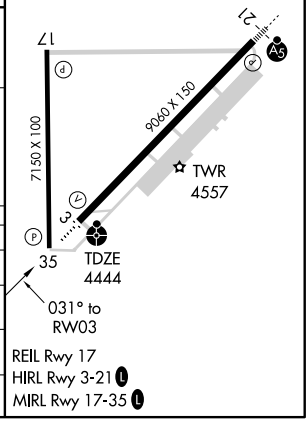
MISSED APPROACH: Climb to 7300 direct CUPTA and hold.

ATIS	SALT LAKE CENTER	POCATELLO TOWER★	GND CON	UNICOM
135.625	128.35 239.25	119.1 (CTAF) L 257.8	121.9	122.95

Procedure NA for arrivals at JANIN via V500 westbound.
Holding not required for arrivals at COLAY via V269 northeast bound.







CATEGORY	A	B	C	D
LPV DA	4694-1 250 (300-1)			
LNAV/VNAV DA	4978-1¾ 534 (600-1¾)			
LNAV MDA	4880-1 436 (500-1)		4880-1¼ 436 (500-1¼)	4880-1½ 436 (500-1½)
CIRCLING	4980-1 528 (600-1)		4980-1½ 528 (600-1½)	5020-2 568 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9060
CH 78212	211°	TDZE	4452
W21A		Apt Elev	4452

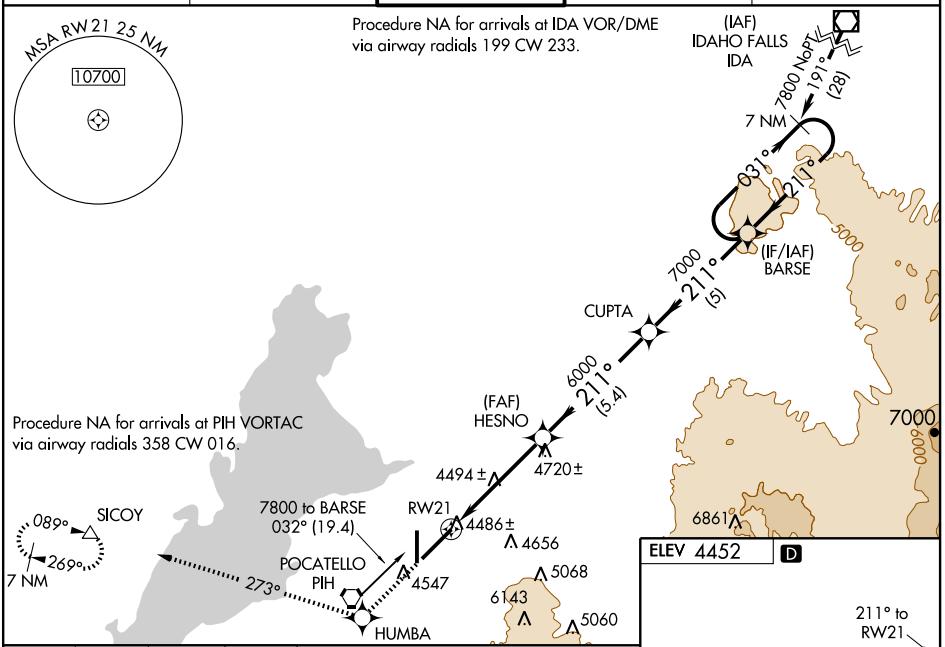
RNAV (GPS) RWY 21
POCATELLO RGNL (PIH)

T Inoperative table does not apply to LNAV Cat D. For inoperative MALSR when using Idaho Falls altimeter setting, increase LPV all Cats visibility to 1¼ mile.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Idaho Falls altimeter setting and increase all DA and MDA 140 feet; increase LPV all Cats, LNAV Cat C, and Circling Cat C and D visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile.
Baro-VNAV and VDP NA when using Idaho Falls altimeter setting.
Circling NA southeast of Rwy 3-21. Circling NA at night to Rwy 17-35.

MALSR

MISSED APPROACH: Climb to 7000 direct HUMBA and via 273° track to SICOY and hold.

ATIS	SALT LAKE CENTER	POCATELLO TOWER*	GND CON	UNICOM
135.625	128.35 239.25	119.1 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	4652/24 200 (200-½)			
LNAV/VNAV DA	4797/40 345 (400-¾)			
LNAV MDA	4780/24 328 (400-½)			4780/50 328 (400-1)
CIRCLING	4820-1 368 (400-1)	4920-1 468 (500-1)	4920-1½ 468 (500-1½)	5020-2 568 (600-2)

REIL Rwy 17
HIRL Rwy 3-21 L
MIRL Rwy 17-35 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC PIH 112.6 Chan 73	APP CRS 211°	Rwy Idg 9060 TDZE 4452 Apt Elev 4452

VOR/DME or TACAN RWY 21

POCATELLO RGNL (PIH)

Circling NA Southeast of Rwy 3-21. For inoperative MALSR increase S-21 Cat. D and E visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 7400 direct PIH VORTAC, continue climb via PIH VORTAC R-269, then right turn direct PIH VORTAC and hold (TACAN aircraft continue via PIH VORTAC R-269 to SICOY/PIH 10 DME and hold W, right turns, 089° inbound).

ATIS	SALT LAKE CENTER	POCATELLO TOWER★	GND CON	UNICOM
135.625	128.35 239.25	119.1 (CTAF) L 257.8	121.9	122.95

TACAN MISSED APCH FIX

SICOY PIH 10

R-269 089° 112.6 PIH Chan 25 269°

Hold in lieu not authorized for Cat E.

IDAHO FALLS 113.85 IDA Chan 85 (Y)

(IAF) JEGLO INT PIH 29 IDA 20.1

8200 177° (20.1) R-031

8200 NoPT 211° (10) R-177

MSA PIH 25 NM

7600 130° 220° 6800 10700 040°

10 NM

031° 1 min 211°

5000

(IAF) GULBE PIH 19

6400 211° (9)

CATRI PIH 10

FALGU PIH 5.9

4656 6861 6000 8949 8000

4551± R-269 269° 089°

5068 6143 5060 6791 5000

8200 to GULBE 031° (19)

POCATELLO 112.6 PIH Chan 73

ELEV 4452 D

211° 5.6 NM from FAF

21 TDZE 4452 9060 X 150 TWR 4557 7150 X 100 03 35

7400 PIH 112.6 PIH R-269 PIH

GULBE PIH 19 One Minute Holding Pattern

CATRI PIH 10 FALGU PIH 5.9 3.21° TCH 58 RW21 PIH 4.4 211° 031° 211° 8200 6400 5020

VGSI and descent angles not coincident.

1.5 4.1 NM 9 NM

CATEGORY	A	B	C	D	E
S-21	4840/24 388 (400-½)			4840/50 388 (400-1)	
CIRCLING	4840-1 388 (400-1)	4920-1 468 (500-1)	4920-1½ 468 (500-1½)	5020-2 568 (600-2)	

REIL Rwy 17

HIRL Rwy 3-21 L

MIRL Rwy 17-35 L

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC PIH 112.6 Chan 73	APP CRS 033°	Rwy Idg 9060 TDZE 4444 Apt Elev 4452

VOR or TACAN RWY 3

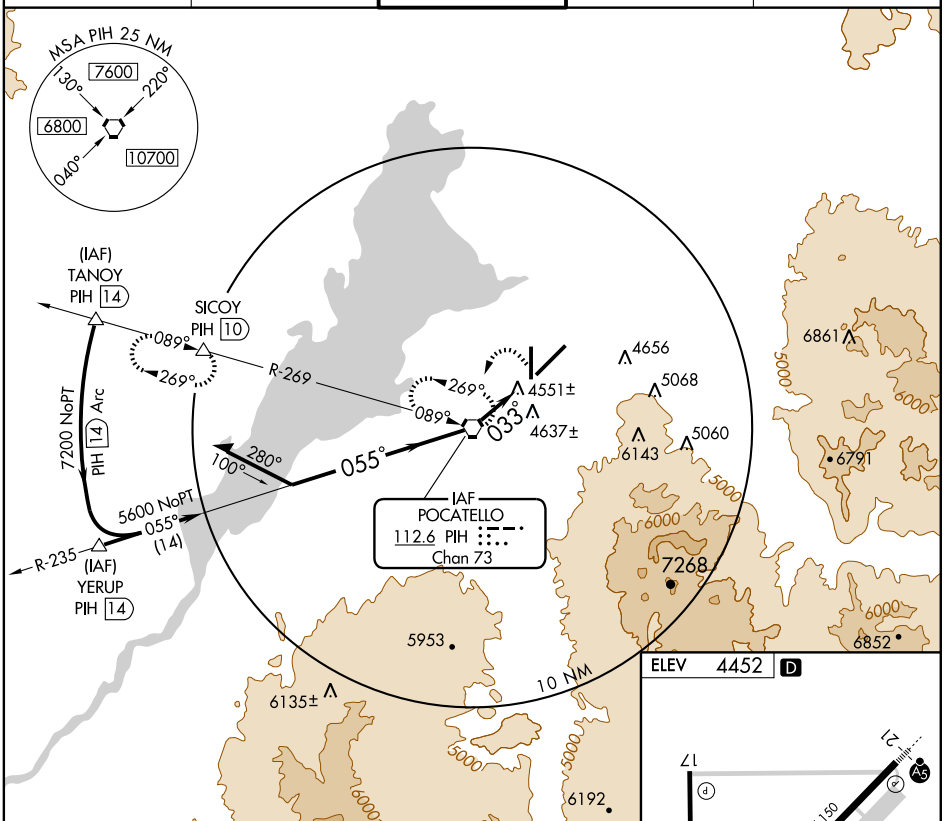
POCATELLO RGNL (PIH)

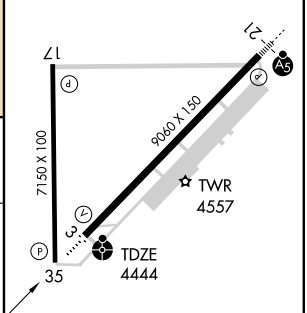
Circling not authorized Southeast of Rwy 3-21. Inoperative table does not apply.

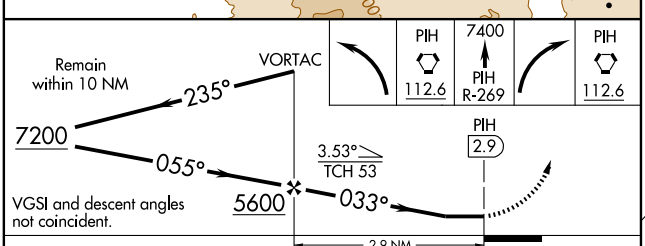
ODALS

MISSED APPROACH: Climbing left turn direct PIH VORTAC, continue to 7400 via PIH VORTAC R-269, then right turn direct PIH VORTAC and hold (TACAN aircraft continue via R-269 to SICOY/PIH 10 DME and hold W, right turns, 089° inbound).

ATIS	SALT LAKE CENTER	POCATELLO TOWER★	GND CON	UNICOM
135.625	128.35 239.25	119.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-3	4940-1 496 (500-1)			NA
CIRCLING	4940-1 488 (500-1)		4940-1½ 488 (500-1½)	NA

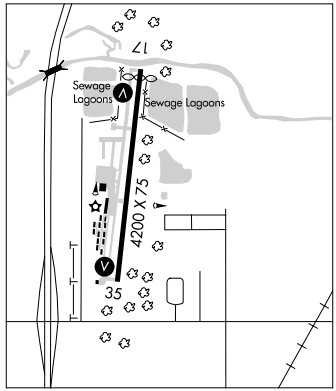
033° 2.9 NM from FAF

REIL Rwy 17
HIRL Rwy 3-21 L
MIRL Rwy 17-35 L

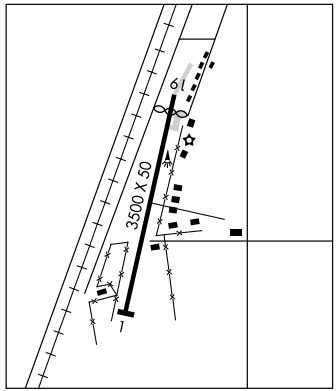
FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

REXBURG–MADISON CO (RXE) 1 NW UTC−7(−6DT) N43°50.03′ W111°48.31′ SALT LAKE CITY
4858 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE RXE L–11D
RWY 17–35: H4200X75 (ASPH) S–30 MIRL IAP
RWY 17: VASI(V4R)—GA 3.0°TCH 50′. Thld dsplcd 300′. Tree.
RWY 35: REIL. VASI(V4L)—GA 3.0°TCH 40′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–4200 TODA–4200 ASDA–4200 LDA–3900
RWY 35: TORA–4200 TODA–4200 ASDA–3900 LDA–3900
AIRPORT REMARKS: Attended Mon–Sat 1500–0100Z‡. ACTIVATE VASI Rwy 17 and Rwy 35 and REIL Rwy 35–CTAF.
WEATHER DATA SOURCES: ASOS 135.075 (208) 356–0986.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SALT LAKE CENTER APP/DEP CON** 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE IDA.
IDAHO FALLS (H) VORW/DME 113.85 IDA Chan 85(Y)
N43°31.14′ W112°03.84′ 016° 22.0 NM to fld. 4724/15E.



RIGBY–JEFFERSON CO (U56) 2 S UTC−7(−6DT) N43°38.55′ W111°55.76′ SALT LAKE CITY
4845 B **FUEL** 100LL NOTAM FILE BOI L–11D
RWY 01–19: H3500X50 (ASPH) LIRL
RWY 19: Thld dsplcd 200′. Road.
AIRPORT REMARKS: Unattended. Noise abatement procedures in effect. Call arpt manager 208–754–4352. ACTIVATE LIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33′ W112°12.56′ 140° 29.4 NM to fld. 4915/15E.



ROCKFORD MUNI (2U4) 0 E UTC−7(−6DT) N43°11.37′ W112°31.91′ SALT LAKE CITY
4465 NOTAM FILE BOI
RWY 16–34: H2800X50 (ASPH)
RWY 16: Railroad. **RWY 34:** Fence.
AIRPORT REMARKS: Unattended. Rwy 16 use extreme CAUTION: railroad boxcars are often parked on centerline. Considerable agriculture ops during growing season. No winter maintenance.
COMMUNICATIONS: CTAF 122.9

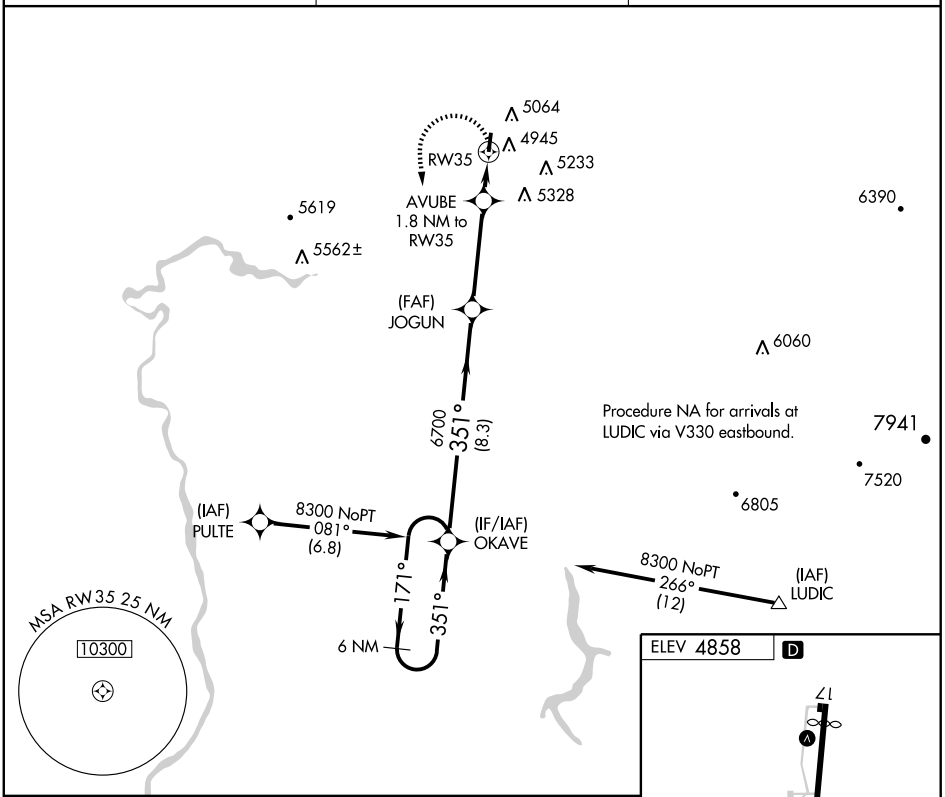
APP CRS	Rwy Idg	3900
351°	TDZE	4858
	Apt Elev	4858

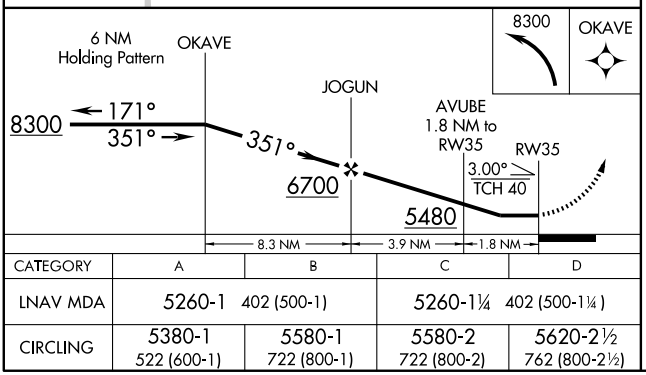
RNAV (GPS) RWY 35
REXBURG-MADISON COUNTY (RXE)

If local altimeter setting not received, use Idaho Falls Rgnl altimeter setting and increase all MDAs 80 feet.
When VGSI inoperative, procedure NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 8300 direct OKAVE and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.075	128.35 239.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	5260-1 402 (500-1)		5260-1¼ 402 (500-1¼)	
CIRCLING	5380-1 522 (600-1)	5580-1 722 (800-1)	5580-2 722 (800-2)	5620-2½ 762 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME IDA	APP CRS	Rwy Idg	3900
113.85	016°	TDZE	4858
Chan 85 (Y)		Apt Elev	4858

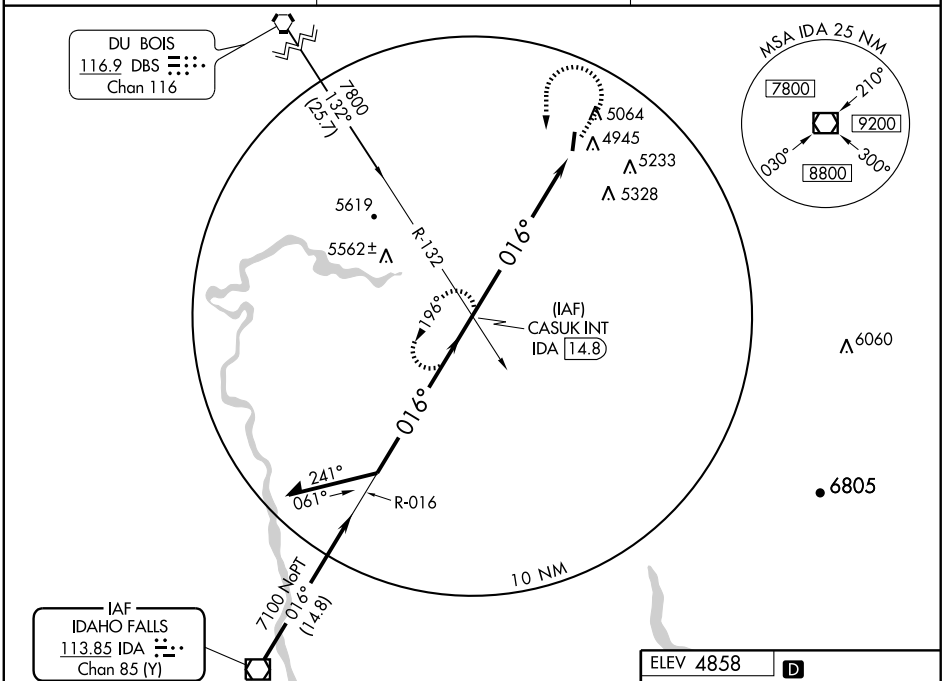
VOR RWY 35

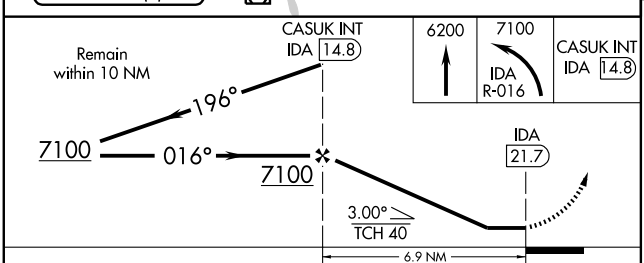
REXBURG-MADISON COUNTY (RXE)

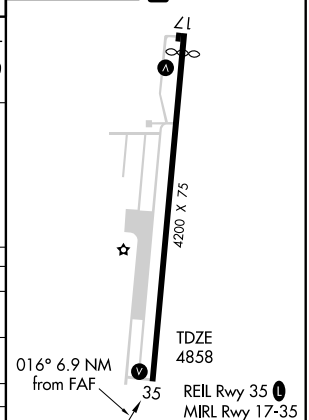
▼ NA — If local altimeter setting not received, use Idaho Falls Rgnl altimeter setting minima.

MISSED APPROACH: Climb to 6200 then climbing left turn to 7100 via IDA R-016 to CASUK Int/IDA 14.8 DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.075	128.35 239.25	122.8 (CTAF) L







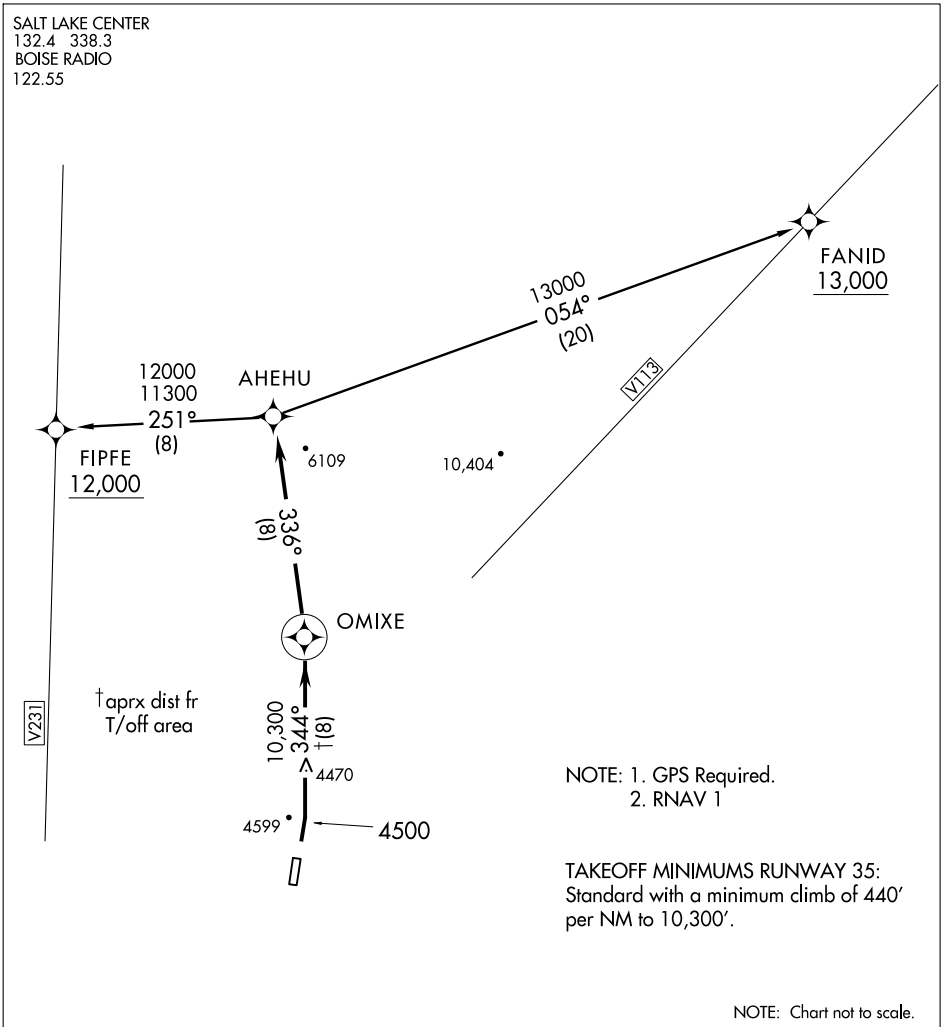
CATEGORY	A	B	C	D
S-35	5640-1 782 (800-1)	5640-1¼ 782 (800-1¼)	5640-2¼ 782 (800-2¼)	5640-2½ 782 (800-2½)
CIRCLING	5640-1 782 (800-1)	5640-1¼ 782 (800-1¼)	5640-2¼ 782 (800-2¼)	5660-2½ 802 (900-2½)
IDAHO FALLS RGNL ALTIMETER SETTING MINIMUMS				
S-35	5820-1¼ 962 (1000-1¼)	5820-1½ 962 (1000-1½)	5820-3 962 (1000-3)	
CIRCLING	5820-1¼ 962 (1000-1¼)	5820-1½ 962 (1000-1½)	5820-3 962 (1000-3)	

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AHEHU ONE DEPARTURE (RNAV)



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: NA.

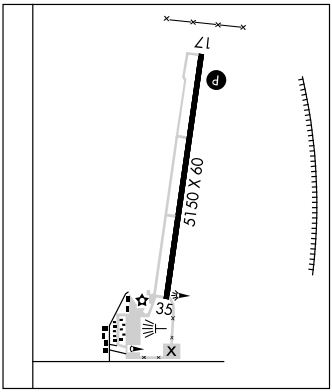
TAKE-OFF RUNWAY 35: Climb runway heading to 4500′, then climbing left turn to 10,300′ via 344° course to OMIXE WP, then via 336° course to AHEHU WP. Thence ....

FANID TRANSITION (AHEHU1.FANID):

FIPFE TRANSITION (AHEHU1.FIPFE):

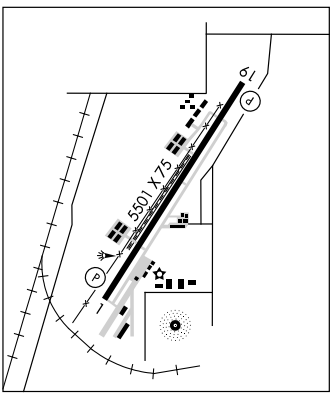
SALMON

LEMHI CO (SMN) 4 S UTC−7(−6DT) N45°07.43′ W113°52.88′ — GREAT FALLS
4043 B S4 **FUEL** 100, JET A NOTAM FILE SMN — H–1C, L–13C
RWY 17–35: H5150X60 (ASPH) S–12.5 MIRL — IAP
RWY 17: REIL. PAPI(P4L)—GA 3.5°. TCH 55′.
AIRPORT REMARKS: Attended 1500–0000Z‡. Rwy 17–35 N 500′ sharp drop–off on W shoulder. Rwy 17 use rgt tfc pattern for ngt ops only. Bcn OTS indef. ACTIVATE MIRL Rwy 17–35, REIL and PAPI Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.075 (208) 756–4381.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALMON RCO 122.55 (BOISE RADIO)
SALT LAKE CENTER APP/DEP CON 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE SMN.
SALMON (H) VORW/DME 113.5 LKT Chan 82 N45°01.28′ W114°05.06′ 036° 10.6 NM to fld. 9258/18E.



SANDPOE N48°17.44′ W116°33.79′ NOTAM FILE BOI. — GREAT FALLS
NDB (MHW) 264 SZT at Sandpoint. NDB unusable 360°–170° byd 15 NM; 170°–200° byd 20 NM; 200°–360° all distances and altitudes. — L–13B

SANDPOINT (SZT) 2 N UTC−8(−7DT) N48°17.97′ W116°33.61′ — GREAT FALLS
2131 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE SZT — H–1C, L–13B
RWY 01–19: H5501X75 (ASPH) S–40 MIRL — IAP
RWY 01: REIL. PAPI(P2L)—GA 3.75° TCH 28′. Tree.
RWY 19: REIL. PAPI(P2L)—GA 3.75° TCH 28′. Trees.
AIRPORT REMARKS: Attended 1500–0300Z‡ Summer, 1600–0100Z‡ Winter. Wildlife invof arpt. Rwy 01 additional obstruction: +23′ railroad at 730′ centerline, +65′ P-line at 1800′ on centerline, and +85′ trees at 1900′ on centerline. ACTIVATE MIRL Rwy 01–19 and REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.
WEATHER DATA SOURCES: AWOS–3 135.425 (208) 263–3074.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SEATTLE CENTER APP/DEP CON** 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 023° 61.6 NM to fld. 2755/21E. **HIWAS.**
SANDPOE NDB (MHW) 264 SZT N48°17.44′ W116°33.79′ at fld. NOTAM FILE BOI.
ILS/DME 109.1 I–RPO Chan 28 Rwy 01. Localizer unusable from 1 NM to rwy thld.



SHEARER (USFS) (2U5) 0 S UTC−8(−7DT) N45°59.37′ W114°50.48′ — GREAT FALLS
2634 NOTAM FILE BOI
RWY 18–36: 2000X15 (TURF)
RWY 18: Hill. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Inexperienced pilots should use for emergencies only. Rwy may be soft in spring and late fall. Recommend early morning or late evening operations during summer. Rwy 18–36 first 300′ of rwy rough. Big game animals on and invof arpt. Located in narrow winding river canyon. Land Rwy 18, takeoff Rwy 36. Blind apch to Rwy18; before landing/takeoff call on frequency. 122.9; monitor same. Ctc arpt manager 208–983–4060, for briefings and rwy conditions.
COMMUNICATIONS: CTAF 122.9

SHOSHONE CO (See KELLOGG)

APP CRS	Rwy Idg	N/A
164°	TDZE	N/A
	Apt Elev	4043

RNAV (GPS) -C

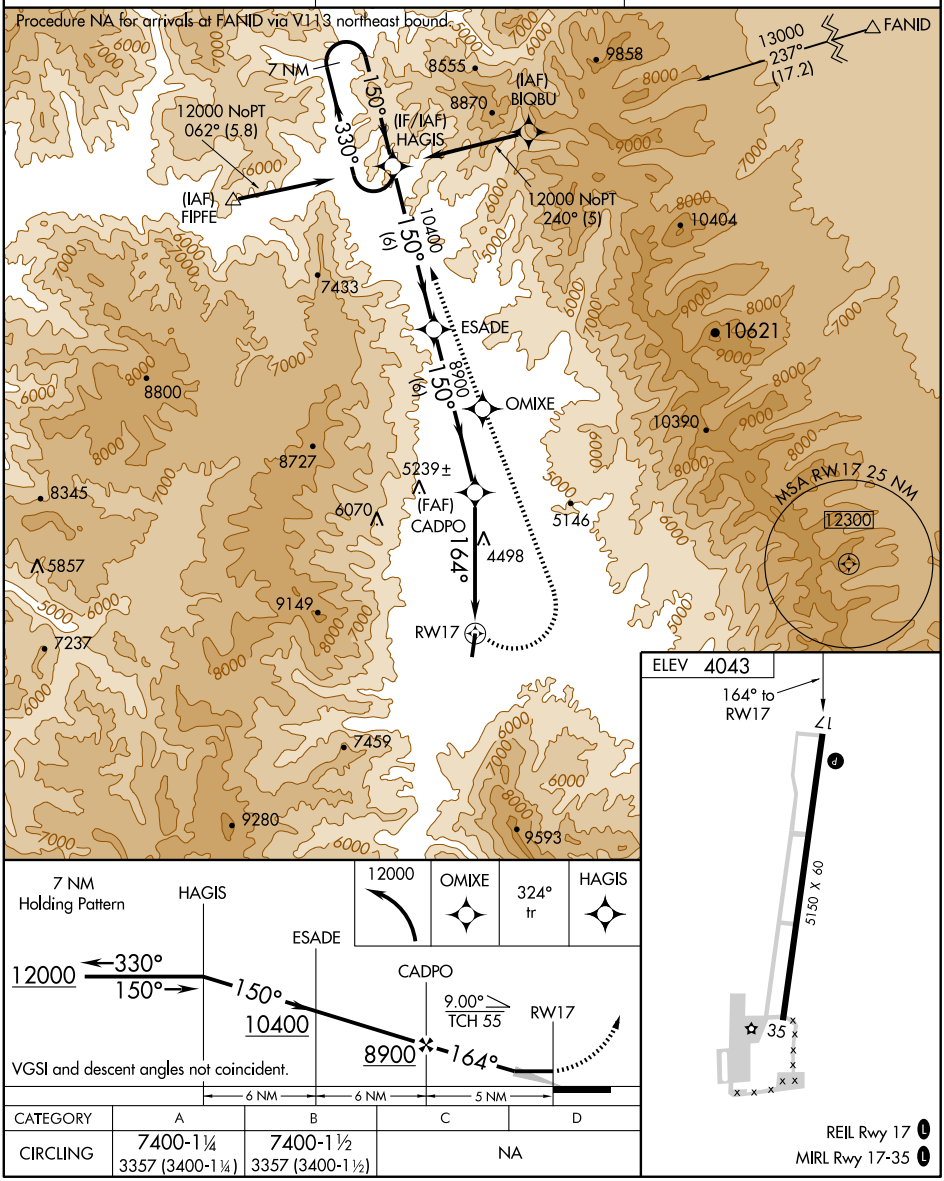
SALMON/LEMHI COUNTY (SMN)

NA

DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing left turn to 12000 direct OMIXE and via 324° track to HAGIS and hold. Continue climb-in-hold to 12000.

AWOS-3	SALT LAKE CENTER	UNICOM
135.075	132.4 338.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	7400-1¼ 3357 (3400-1¼)	7400-1½ 3357 (3400-1½)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	N/A
005°	TDZE	N/A
	Apt Elev	4043

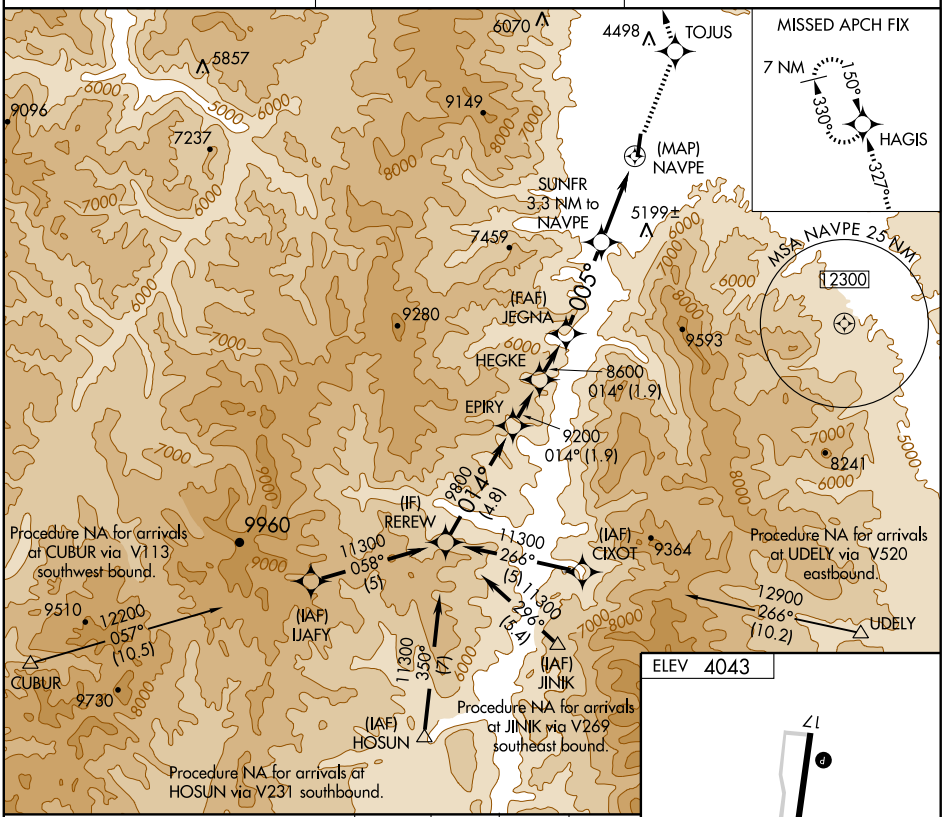
RNAV (GPS)-D

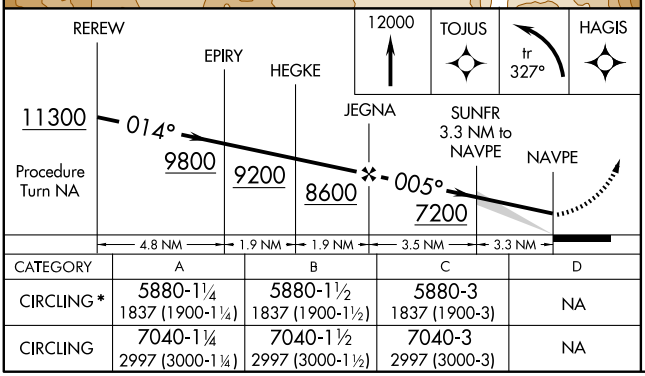
SALMON/LEMHI COUNTY (SMN)

DME/DME RNP -0.3 NA. *Missed approach requires minimum climb of 295 feet per NM to 12000.

MISSED APPROACH: Climb to 12000 direct TOJUS and left turn on track 327° to HAGIS and hold, continue climb-in-hold to 12000.

AWOS-3	SALT LAKE CENTER	UNICOM
135.075	132.4 338.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING *	5880-1¼ 1837 (1900-1¼)	5880-1½ 1837 (1900-1½)	5880-3 1837 (1900-3)	NA
CIRCLING	7040-1¼ 2997 (3000-1¼)	7040-1½ 2997 (3000-1½)	7040-3 2997 (3000-3)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME LKT	APP CRS	Rwy Idg	N/A
113.5	038°	TDZE	N/A
Chan 82		Apt Elev	4043

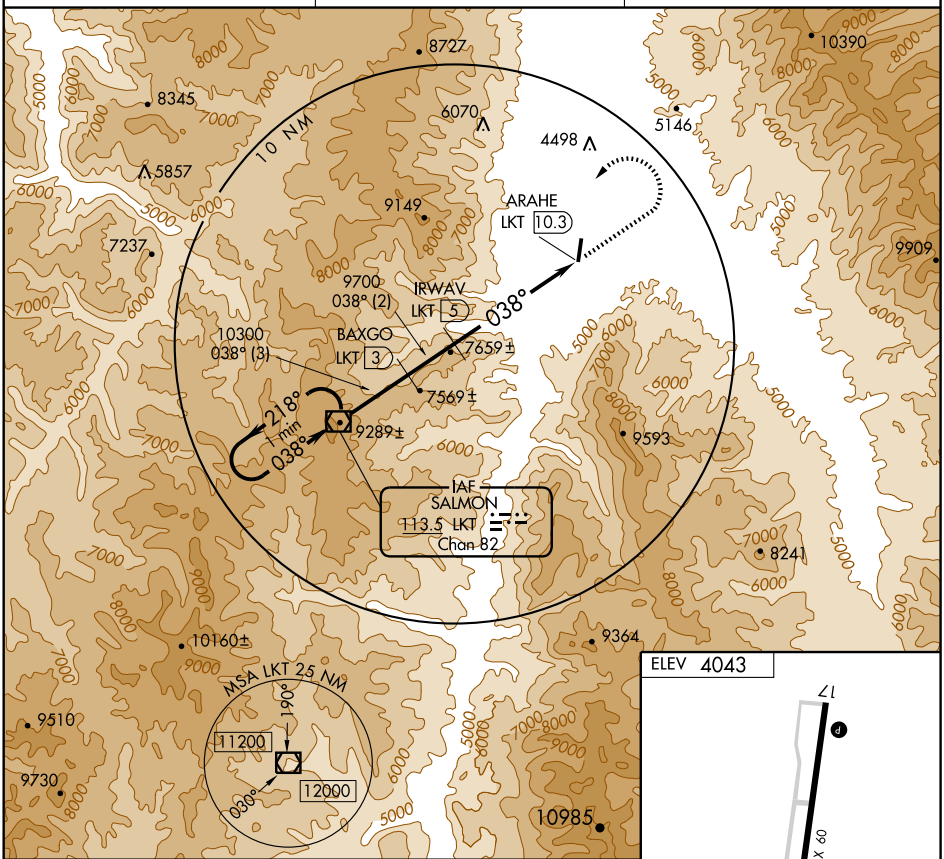
VOR/DME-B

SALMON/LEMHI COUNTY (SMN)

NA

MISSED APPROACH: Climb to 8500 then climbing left turn to 11200 direct LKT VOR/DME and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
135.075	132.4 338.3	122.8 (CTAF) L



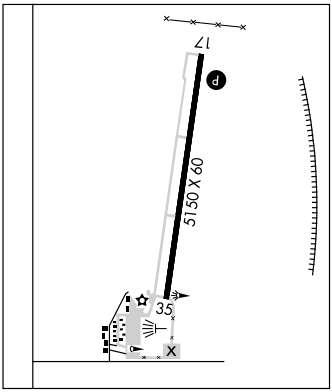
CATEGORY	A	B	C	D
CIRCLING	8000-1¼ 3957 (4000-1¼)	8000-1½ 3957 (4000-1½)	8000-3 3957 (4000-3)	NA

Knots	60	90	120	150	180
Min:Sec					

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

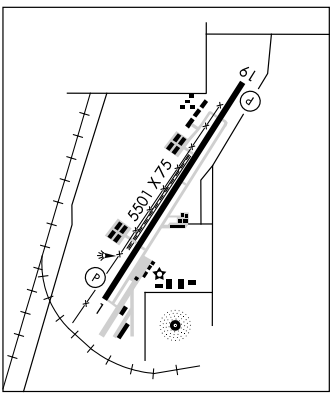
SALMON

LEMHI CO (SMN) 4 S UTC−7(−6DT) N45°07.43′ W113°52.88′ — GREAT FALLS
4043 B S4 **FUEL** 100, JET A NOTAM FILE SMN — H–1C, L–13C
RWY 17–35: H5150X60 (ASPH) S–12.5 MIRL — IAP
RWY 17: REIL. PAPI(P4L)—GA 3.5°. TCH 55′.
AIRPORT REMARKS: Attended 1500–0000Z‡. Rwy 17–35 N 500′ sharp drop–off on W shoulder. Rwy 17 use rgt tfc pattern for ngt ops only. Bcn OTS indef. ACTIVATE MIRL Rwy 17–35, REIL and PAPI Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.075 (208) 756–4381.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALMON RCO 122.55 (BOISE RADIO)
SALT LAKE CENTER APP/DEP CON 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE SMN.
SALMON (H) VORW/DME 113.5 LKT Chan 82 N45°01.28′ W114°05.06′ 036° 10.6 NM to fld. 9258/18E.



SANDPOE N48°17.44′ W116°33.79′ NOTAM FILE BOI. — GREAT FALLS
NDB (MHW) 264 SZT at Sandpoint. NDB unusable 360°–170° byd 15 NM; 170°–200° byd 20 NM; 200°–360° all distances and altitudes. — L–13B

SANDPOINT (SZT) 2 N UTC−8(−7DT) N48°17.97′ W116°33.61′ — GREAT FALLS
2131 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE SZT — H–1C, L–13B
RWY 01–19: H5501X75 (ASPH) S–40 MIRL — IAP
RWY 01: REIL. PAPI(P2L)—GA 3.75° TCH 28′. Tree.
RWY 19: REIL. PAPI(P2L)—GA 3.75° TCH 28′. Trees.
AIRPORT REMARKS: Attended 1500–0300Z‡ Summer, 1600–0100Z‡ Winter. Wildlife invof arpt. Rwy 01 additional obstruction: +23′ railroad at 730′ centerline, +65′ P-line at 1800′ on centerline, and +85′ trees at 1900′ on centerline. ACTIVATE MIRL Rwy 01–19 and REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.
WEATHER DATA SOURCES: AWOS–3 135.425 (208) 263–3074.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SEATTLE CENTER APP/DEP CON** 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 023° 61.6 NM to fld. 2755/21E. **HIWAS.**
SANDPOE NDB (MHW) 264 SZT N48°17.44′ W116°33.79′ at fld. NOTAM FILE BOI.
ILS/DME 109.1 I–RPO Chan 28 Rwy 01. Localizer unusable from 1 NM to rwy thld.



SHEARER (USFS) (2U5) 0 S UTC−8(−7DT) N45°59.37′ W114°50.48′ — GREAT FALLS
2634 NOTAM FILE BOI
RWY 18–36: 2000X15 (TURF)
RWY 18: Hill. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Inexperienced pilots should use for emergencies only. Rwy may be soft in spring and late fall. Recommend early morning or late evening operations during summer. Rwy 18–36 first 300′ of rwy rough. Big game animals on and invof arpt. Located in narrow winding river canyon. Land Rwy 18, takeoff Rwy 36. Blind apch to Rwy18; before landing/takeoff call on frequency. 122.9; monitor same. Ctc arpt manager 208–983–4060, for briefings and rwy conditions.
COMMUNICATIONS: CTAF 122.9

SHOSHONE CO (See KELLOGG)

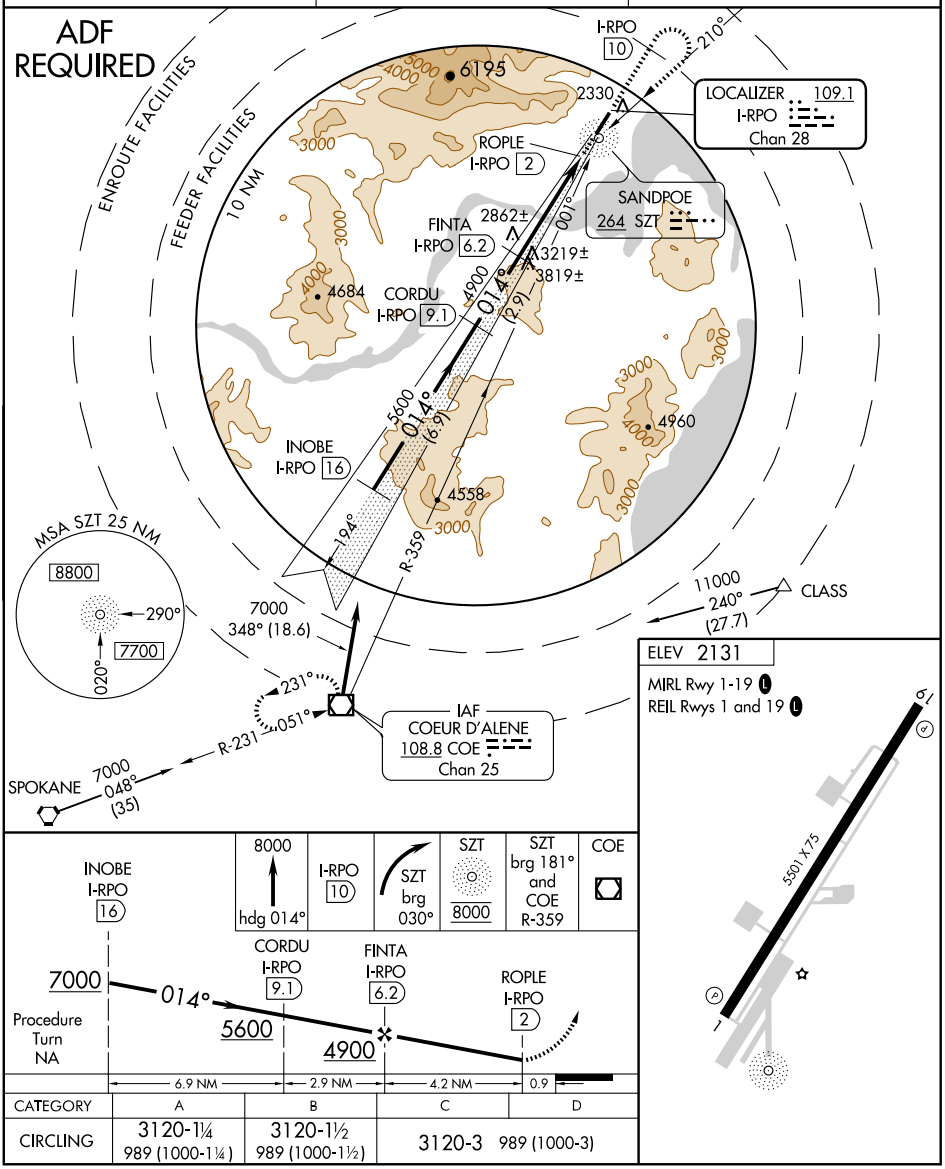
LOC/DME I-RPO	APP CRS	Rwy Idg	N/A
109.1	014°	TDZE	N/A
Chan 28		Apt Elev	2131

LOC/DME-A
SANDPOINT (SZT)

T
NA Circling NA west of Rwy 1-19.

MISSED APPROACH: Climb to 8000 via heading 014° to I-RPO 10 DME, then climbing right turn via SZT bearing 030° to SZT NDB, cross SZT NDB at 8000, then via SZT bearing 181° and COE R-359 to COE VOR/DME and hold.

AWOS-3	SEATTLE CENTER	UNICOM
135.425	123.95 290.55	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3120-1¼ 989 (1000-1¼)	3120-1½ 989 (1000-1½)	3120-3 989 (1000-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

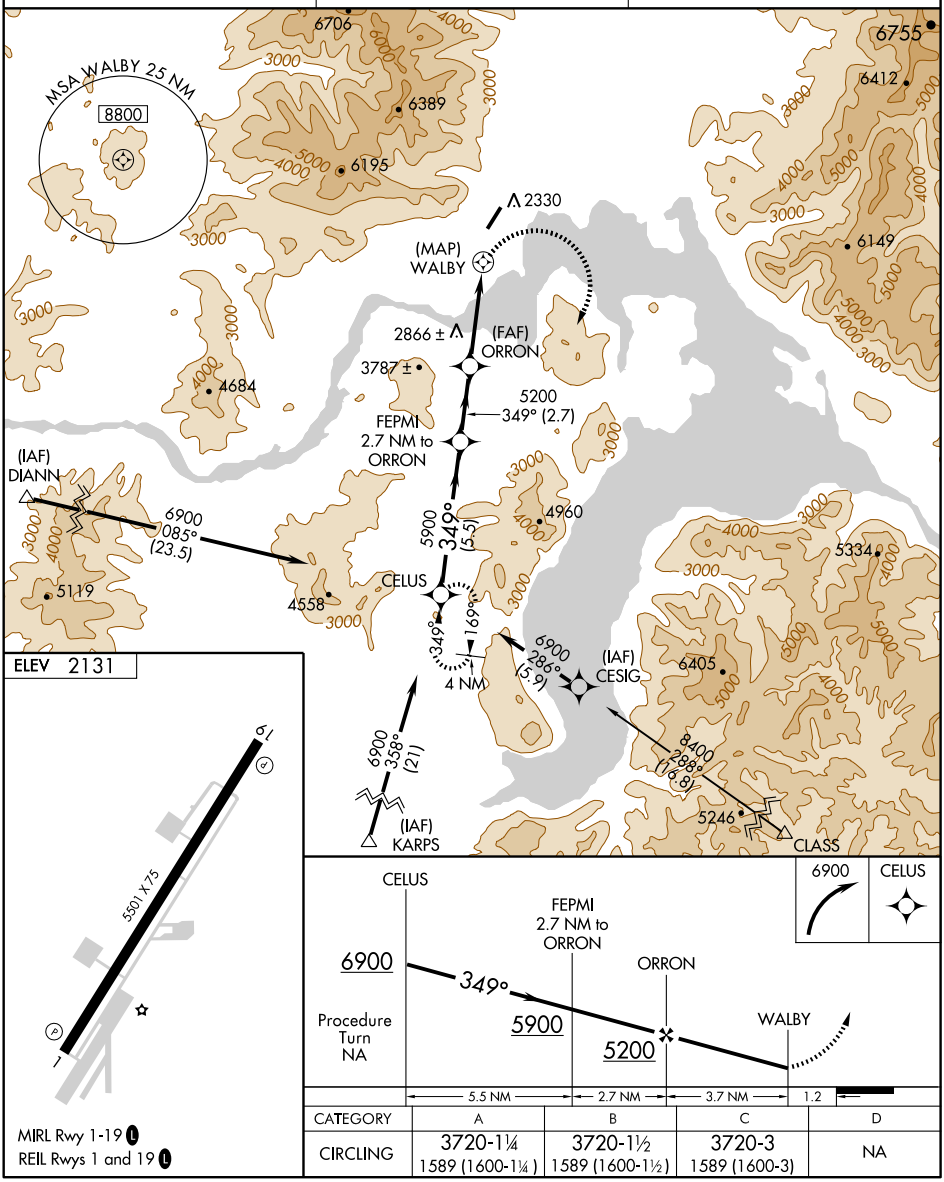
APP CRS	Rwy Idg	N/A
349°	TDZE	N/A
	Apt Elev	2131

RNAV (GPS)-B
SANDPOINT (SZT)

If local altimeter setting not received procedure NA.
Circling NA west of Rwys 1/19.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6900 direct CELUS and hold.

AWOS-3	SEATTLE CENTER	UNICOM
135.425	123.95 290.55	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3720-1¼ 1589 (1600-1¼)	3720-1½ 1589 (1600-1½)	3720-3 1589 (1600-3)	NA

AIRPORT DIAGRAM

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

AL-885 (FAA)

TWIN FALLS, IDAHO

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

TWIN FALLS, IDAHO

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

10210

TWIN FALLS N42°28.79′ W114°29.37′ NOTAM FILE TWF. SALT LAKE CITY

(L) VORTACW 115.8 TWF Chan 105 at Joslin Fld–Magic Valley Rgnl. 4140/18E. H–3C, L–11C

VOR portion unusable

115°–160° byd 30 NM blo 11,000′ 115°–160° byd 33 NM blo 12,000′

DME unusable

105°–160° byd 20 NM blo 15,000′

RCO 122.25 (BOISE RADIO)

TWIN FALLS

JOSLIN FLD–MAGIC VALLEY RGNL (TWF) 4 S UTC−7(−6DT) SALT LAKE CITY

N42°28.91′ W114°29.27′ H–3C, L–11C

4154 B S4 **FUEL** 100LL, JET A1 + OX 1, 3 Class I, ARFF Index A NOTAM FILE TWF IAP, AD

RWY 07–25: H8703X150 (ASPH–PFC) S–75, D–200, 2S–175, 2D–250 HIRL

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 50′.

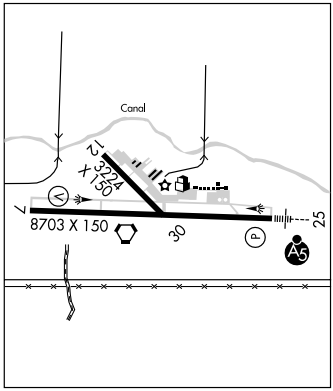
RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.

RWY 12–30: H3224X150 (ASPH) S–19 1.3% up SE

RWY 12: Trees. **RWY 30:** Antenna.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 07	12–30	4500
RWY 25	12–30	3600



AIRPORT REMARKS: Attended 1330–0300Z‡. Additional fuel service fee between 0300–1330Z‡, call 208–733–5920 or 539–4034 for information. Skydiving on arpt north of Rwy 25 apch end. No line of sight between apch end of Rwy 25 and apch end of Rwy 12. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 208–733–5215. Rwy 12–30 and Twy G, Twy H, Twy J and Twy K non-air carrier movement area. When twr clsd ACTIVATE HIRL Rwy 07–25, MALSR Rwy 25, REIL Rwy 07—CTAF. Landing fee for all FAR Part 121, 135 operators and general aviation Part 91 acft greater than 12,500 lbs maximum gross landing weight. For information ctc airport manager 208–733–5215.

WEATHER DATA SOURCES: ASOS 135.025 (208) 733–1878.

COMMUNICATIONS: CTAF 118.2 **UNICOM** 122.95

TWIN FALLS RCO 122.25 (BOISE RADIO)

TWIN FALLS APP/DEP 126.7 (1300–0400Z‡) Ⓡ**SALT LAKE CENTER APP/DEP CON** 118.05 (0400–1300Z‡)

TWIN FALLS TOWER 118.2 (1300–0400Z‡) **GND CON** 121.7 **CLNC DEL** 123.65

AIRSPACE: CLASS D svc 1300–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.

TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ at fld. 4140/18E.

STRIK NDB (LOM) 389 TW N42°28.72′ W114°21.27′ 256° 5.9 NM to fld.

ILS 108.3 I–TWF Rwy 25. Class IE. LOM STRIK NDB. ILS unmonitored when twr closed.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

TYHEE N42°57.83′ W112°30.98′ NOTAM FILE PIH. SALT LAKE CITY

NDB (LOM) 383 PI 210° 4.8 NM to Pocatello Rgnl. Unmonitored when twr clsd. L–11C

UCONN N43°35.87′ W111°58.84′ NOTAM FILE IDA. SALT LAKE CITY

NDB (LOM) 324 ID 201° 6.4 NM to Idaho Falls Rgnl.

UPPER LOON CREEK USFS (See CHALLIS)

USTIK N43°35.81′ W116°18.91′ NOTAM FILE BOI. SALT LAKE CITY

NDB (HW/LOM) 359 BO 099° 4.5 NM to Boise Air Terminal (Gowen Fld). L–11B

WARM SPRINGS CREEK (See LOWMAN)

LOC I-TWF	APP CRS	Rwy Idg	8703
108.3	255°	TDZE	4154
		Apt Elev	4154

ILS or LOC RWY 25

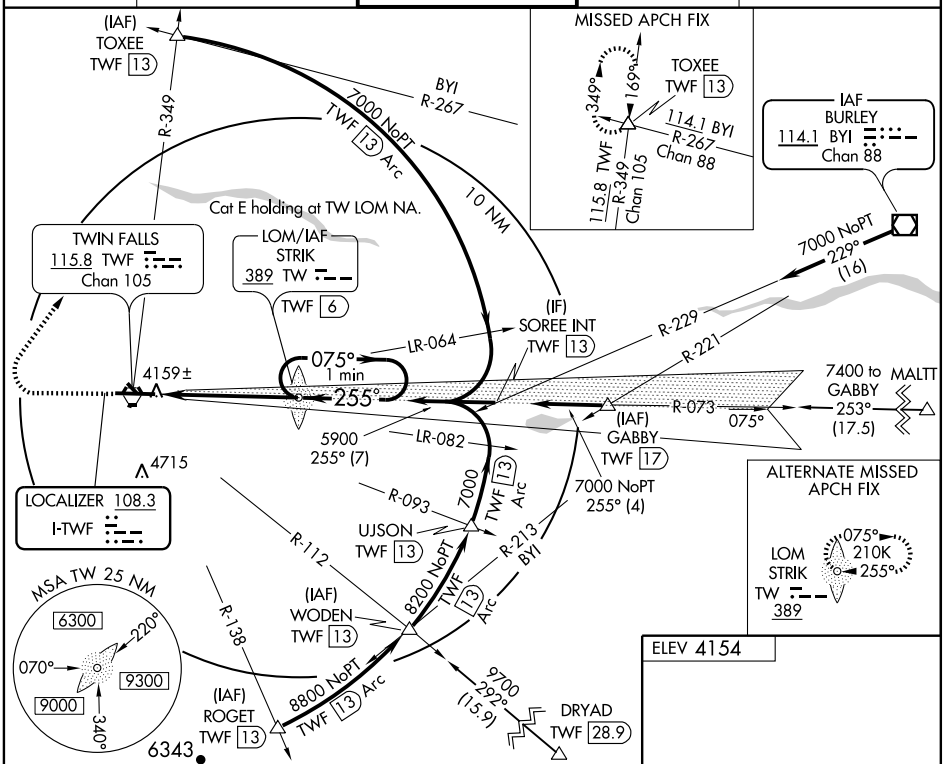
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

When local altimeter setting not received, use Jerome County altimeter setting and increase all DA 49 feet, and all MDA 60 feet, increase circling Cat C and D visibility ¼ mile. For inoperative MALSR, increase S-ILS 25 Cat E visibility ¼ mile and S-LOC 25 Cat D ¼ mile, Cat E ½ mile. For inoperative MALSR when using Jerome County altimeter setting, increase S-ILS 25 Cat E visibility ¼ mile and S-LOC 25 Cat E visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 4600 then climbing right turn to 7000 via heading 020° and TWF VORTAC R-349 to TOXEE INT/TWF 13 DME and hold.

ASOS	TWIN FALLS APP CON★	TWIN FALLS TOWER★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95



CATEGORY	A	B	C	D	E
S-ILS 25	4354-½ 200 (200-½)				
S-LOC 25	4480-½ 326 (400-½)			4480-¾ 326 (400-¾)	
CIRCLING	4680-1 526 (600-1)		4700-1½ 546 (600-1½)	4780-2 626 (700-2)	5020-3 866 (900-3)

REIL Rwy 7 L
HIRL Rwy 7-25 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOM TW	APP CRS	Rwy Idg	8703
389	255°	TDZE	4154
		Apt Elev	4154

NDB RWY 25

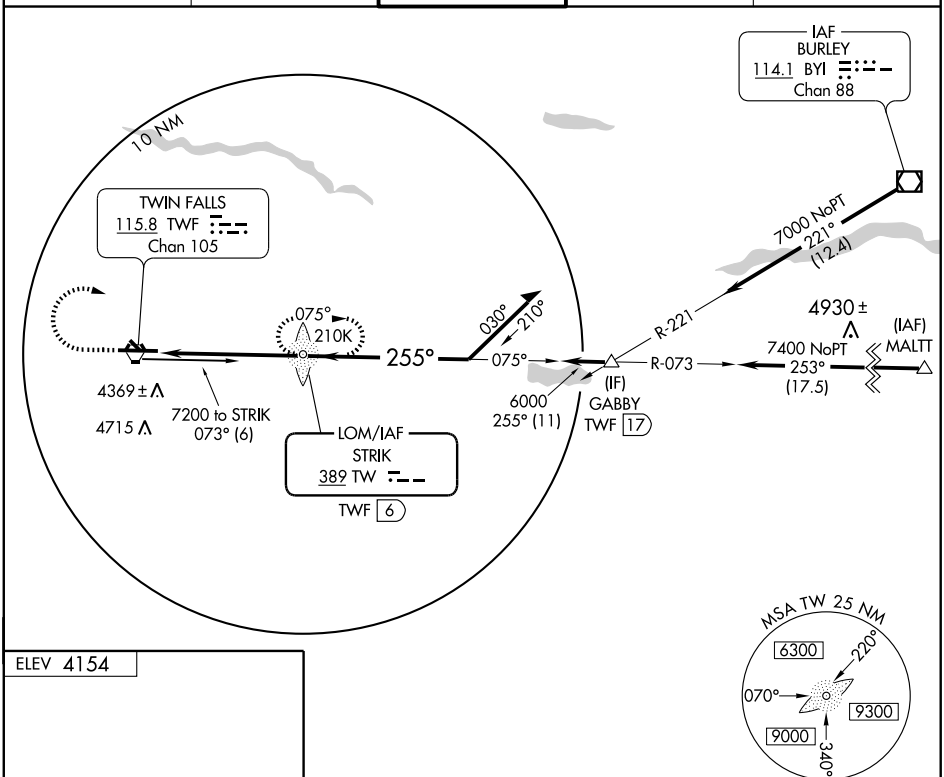
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

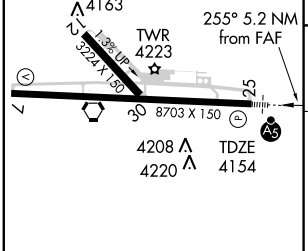
When local altimeter setting not received, use Jerome altimeter setting and increase all MDA 60 feet and Circling Cats C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 4800 then climbing right turn to 6000 direct STRIK LOM and hold.

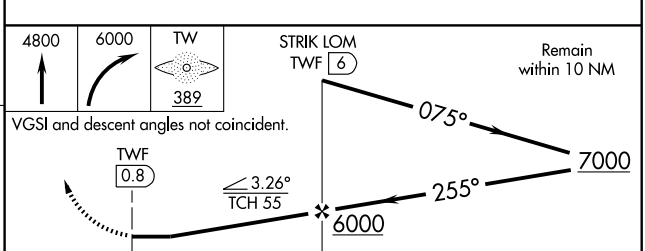
ASOS	TWIN FALLS APP CON ★	TWIN FALLS TOWER ★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95





REIL Rwy 7 L
HIRL Rwy 7-25 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-25	4680-¾	526 (600-¾)	4680-1 526 (600-1)	4680-1½ 526 (600-1½)
CIRCLING	4680-1 526 (600-1)	4720-1 566 (600-1)	4740-1½ 586 (600-1½)	4800-2 646 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 40211 W07A	APP CRS 075°	Rwy Idg 8703 TDZE 4149 Apt Elev 4154

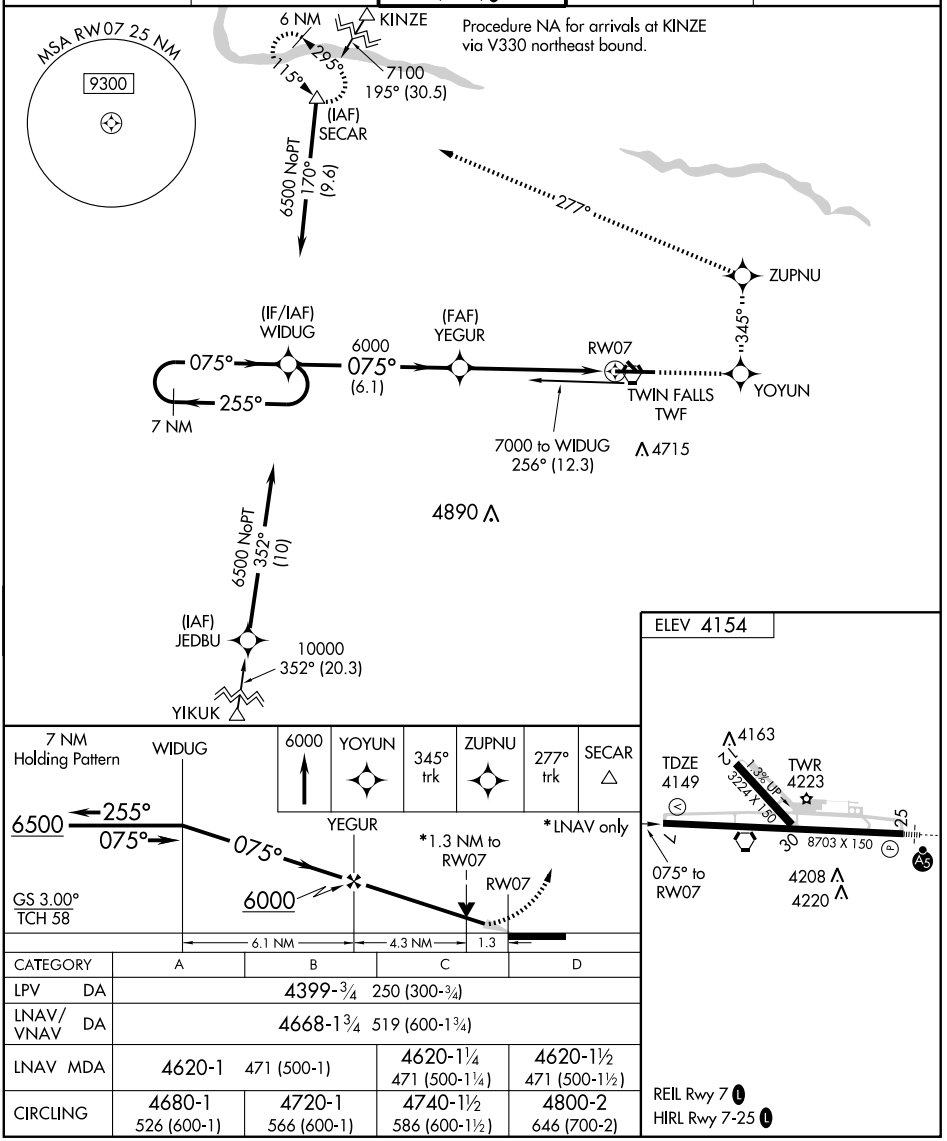
RNAV (GPS) RWY 7

TWIN FALLS/ JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

Baro-VNAV NA when using Jerome altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Jerome altimeter setting and increase all DA/MDA 60 feet and increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP NA when using Jerome altimeter setting.

MISSED APPROACH: Climb to 6000 direct YOYUN and via 345° track to ZUPNU and via 277° track to SECAR and hold.

ASOS	TWIN FALLS APP CON ★	TWIN FALLS TOWER ★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95



CATEGORY	A	B	C	D
LPV DA	4399-¾ 250 (300-¾)			
LNAV/VNAV DA	4668-1¾ 519 (600-1¾)			
LNAV MDA	4620-1 471 (500-1)		4620-1¼ 471 (500-1¼)	4620-1½ 471 (500-1½)
CIRCLING	4680-1 526 (600-1)	4720-1 566 (600-1)	4740-1½ 586 (600-1½)	4800-2 646 (700-2)

REIL Rwy 7 L
HIRL Rwy 7-25 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8703
CH 56311	255°	TDZE	4154
W25A		Apt Elev	4154

RNAV (GPS) RWY 25

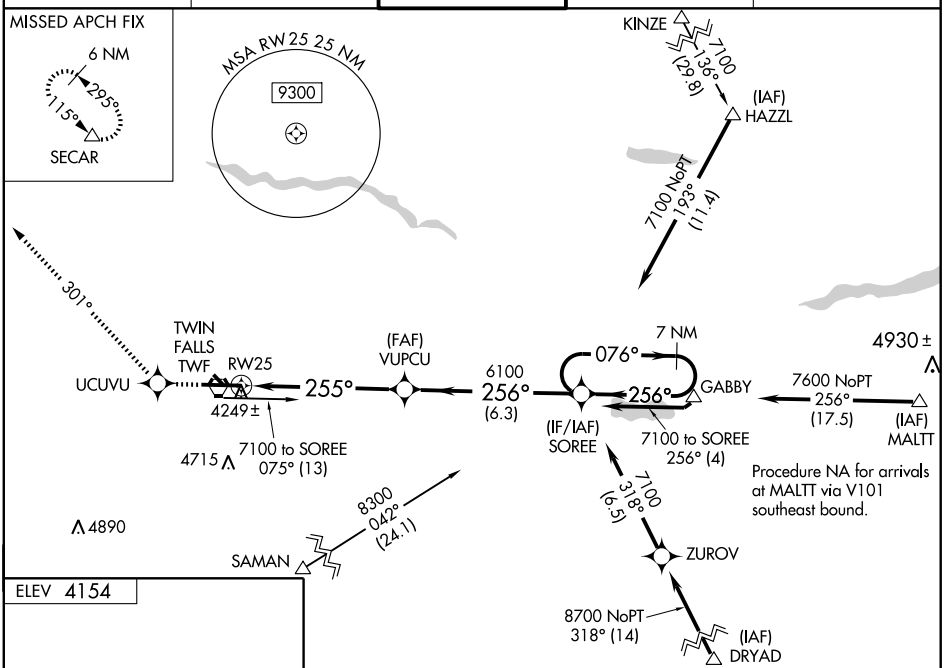
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

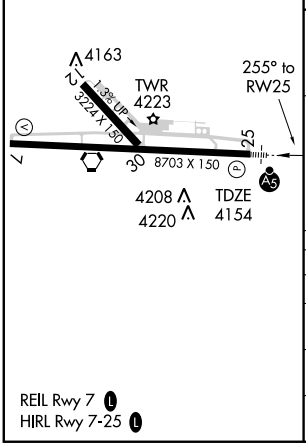
Baro-VNAV NA when using Jerome altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV visibility Cat D to 1 mile. When local altimeter setting not received, use Jerome altimeter setting and increase all DA/MDA 60 feet and all visibilities ¾ mile. When using Jerome altimeter setting, inoperative table does not apply. VDP NA when using Jerome altimeter setting.

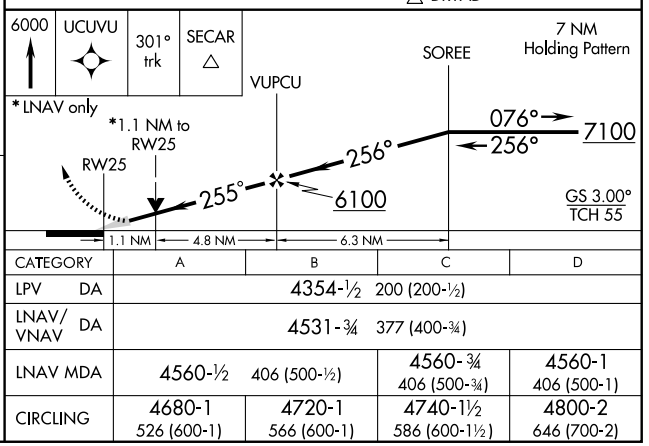
MALSR

MISSED APPROACH: Climb to 6000 direct UCUVU and via 301° track to SECAR and hold.

ASOS	TWIN FALLS APP CON ★	TWIN FALLS TOWER ★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	4354-½ 200 (200-½)			
LNAV/VNAV DA	4531-¾ 377 (400-¾)			
LNAV MDA	4560-½ 406 (500-½)		4560-¾ 406 (500-¾)	4560-1 406 (500-1)
CIRCLING	4680-1 526 (600-1)	4720-1 566 (600-1)	4740-1½ 586 (600-1½)	4800-2 646 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SNAKO ONE DEPARTURE

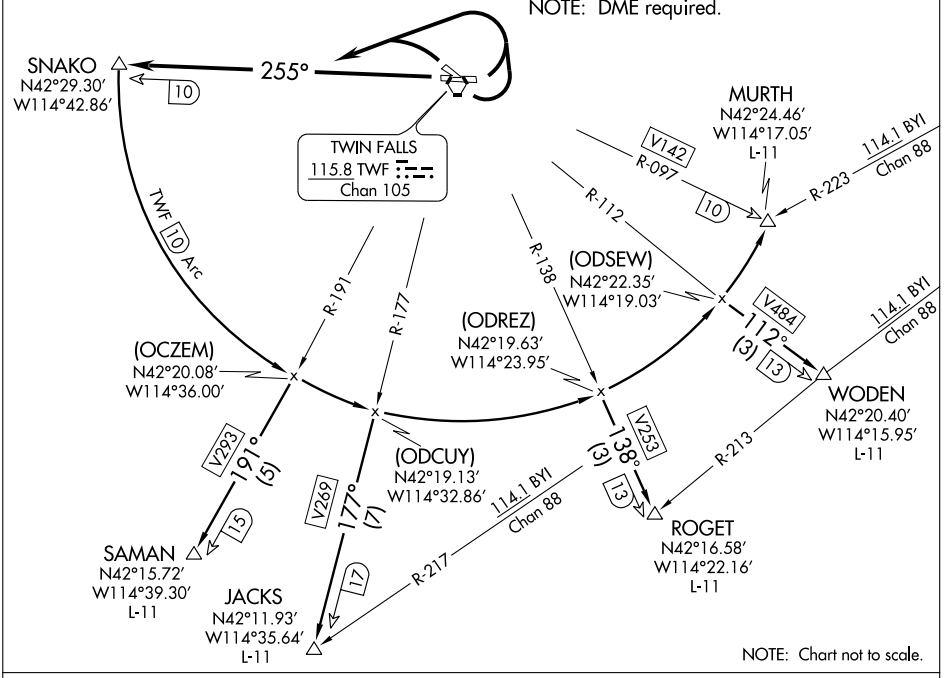
SL-885 (FAA)

GND CON
121.7
TWIN FALLS TOWER ★
118.2 317.5
TWIN FALLS DEP CON ★
126.7 353.75
ASOS 135.025

NOTE: ROGET transition requires a minimum climb of 290′ per NM to 7600′.

NOTE: MURTH transition requires a minimum climb of 210′ per NM to 10500′.

NOTE: DME required.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Climb runway heading, thence. . . .

TAKE-OFF RUNWAYS 7, 30, 12: Climbing left turn, thence. . . .

. . . .intercept and proceed via TWF R-255 to SNAKO DME Fix, thence via (assigned transition).

JACKS TRANSITION (SNAKO1.JACKS): From over SNAKO DME Fix via 10 DME Arc and V269 to JACKS INT. Thence via (assigned route).

MURTH TRANSITION (SNAKO1.MURTH): From over SNAKO DME Fix via 10 DME Arc and V142 to MURTH INT. Thence via (assigned route).

ROGET TRANSITION (SNAKO1.ROGET): From over SNAKO DME Fix via 10 DME Arc and V253 to ROGET INT. Thence via (assigned route).

SAMAN TRANSITION (SNAKO1.SAMAN): From over SNAKO DME Fix via 10 DME Arc and V293 to SAMAN INT. Thence via (assigned route).

WODEN TRANSITION (SNAKO1.WODEN): From over SNAKO DME Fix via 10 DME Arc and V484 to WODEN INT. Thence via (assigned route).

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

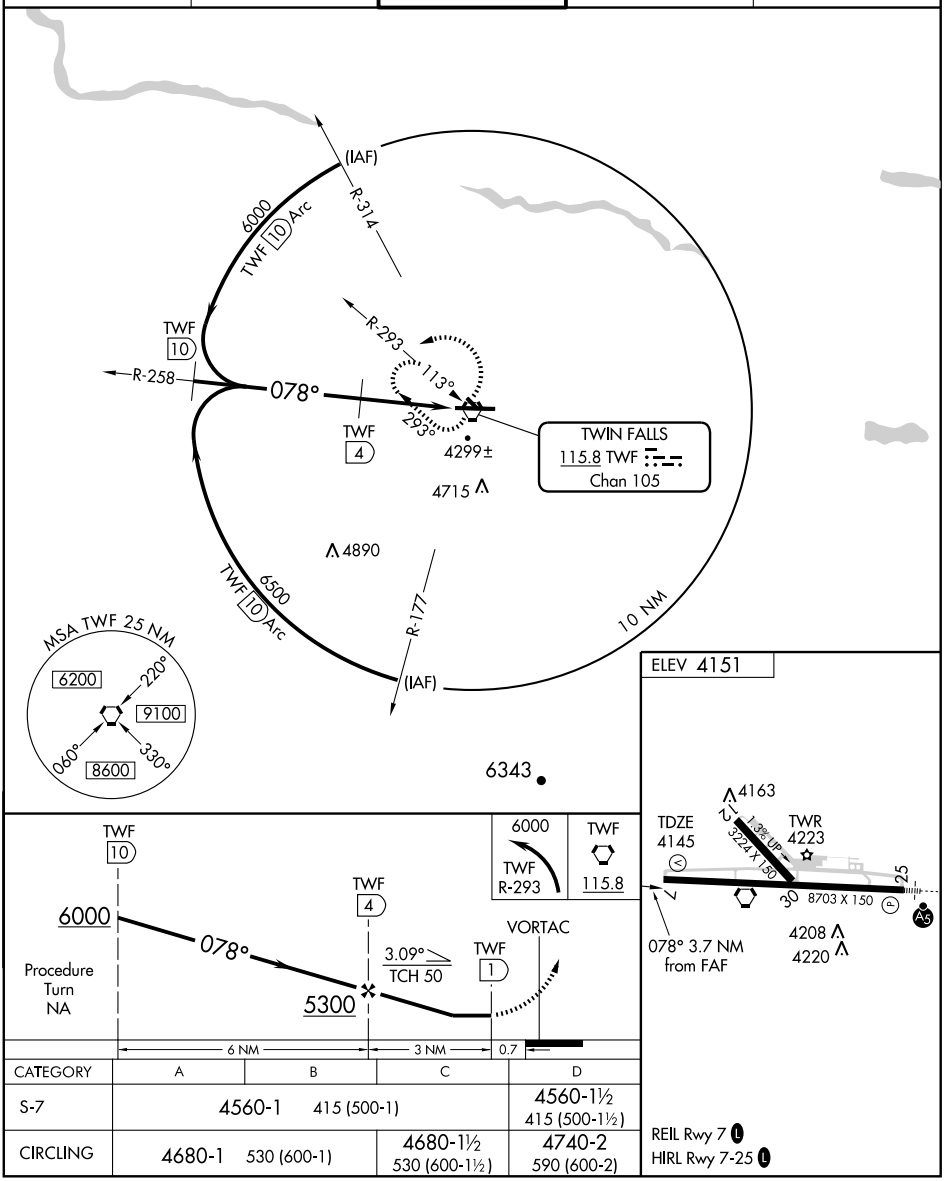
VORTAC TWF	APP CRS	Rwy Idg	8703
115.8	078°	TDZE	4145
Chan 105		Apt Elev	4151

VOR/DME RWY 7

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

MISSED APPROACH: Climbing left turn to 6000 on TWF R-293 within 10 NM, return to VORTAC and hold.

ASOS	TWIN FALLS APP CON ★	TWIN FALLS TOWER ★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) Ⓛ 317.5	121.7	122.95



CATEGORY	A	B	C	D
S-7	4560-1 415 (500-1)			4560-1½ 415 (500-1½)
CIRCLING	4680-1 530 (600-1)		4680-1½ 530 (600-1½)	4740-2 590 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC TWF 115.8 Chan 105	APP CRS 077°	Rwy Idg 8703 TDZE 4149 Apt Elev 4154

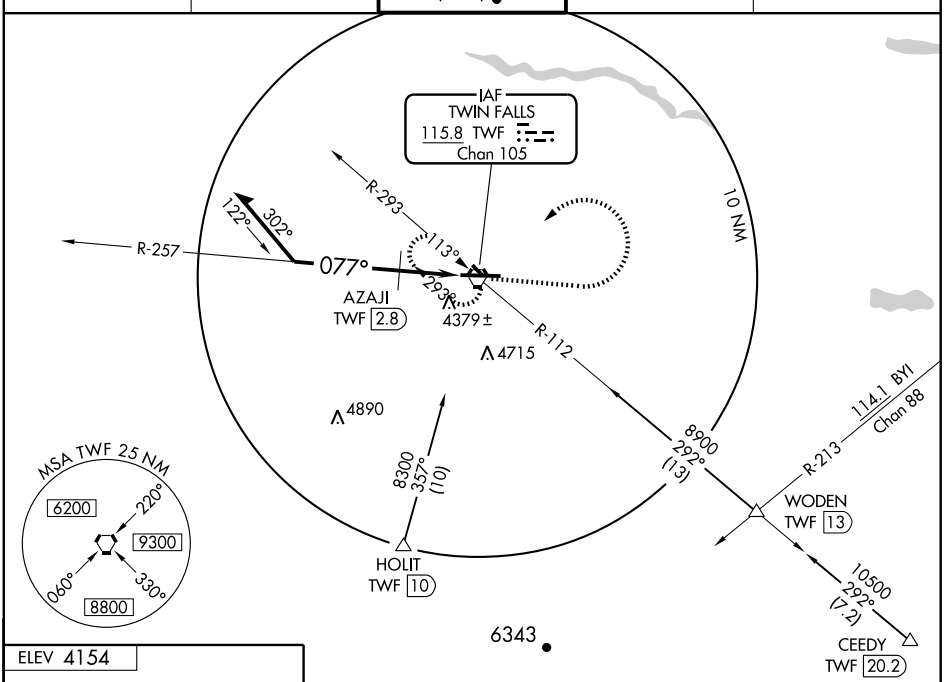
VOR RWY 7

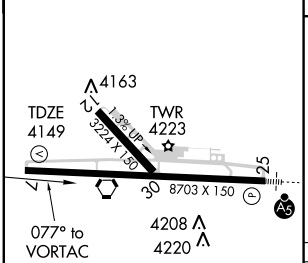
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

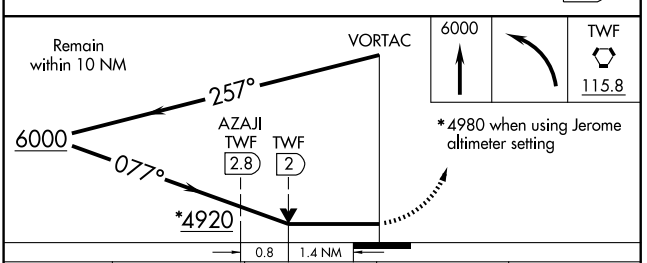
▼ When local altimeter setting not received, use Jerome altimeter setting and increase all MDA 60 feet and visibility Cat C and D ¼ mile.
▲ VDP NA when using Jerome altimeter setting.

MISSED APPROACH: Climb to 6000 then left turn direct TWF VORTAC and hold.

ASOS 135.025	TWIN FALLS APP CON★ 126.7 353.75	TWIN FALLS TOWER★ 118.2 (CTAF) Ⓛ 317.5	GND CON 121.7	UNICOM 122.95







CATEGORY	A	B	C	D
S-7	4920-1 771 (800-1)	4920-1¼ 771 (800-1¼)	4920-2¼ 771 (800-2¼)	4920-2½ 771 (800-2½)
CIRCLING	4920-1 766 (800-1)	4920-1¼ 766 (800-1¼)	4920-2¼ 766 (800-2¼)	4920-2½ 766 (800-2½)
AZAJI FIX MINIMUMS				
S-7	4640-1	491 (500-1)	4640-1¼ 491 (500-1¼)	4640-1½ 491 (500-1½)
CIRCLING	4680-1 526 (600-1)	4720-1 566 (600-1)	4740-1½ 586 (600-1½)	4800-2 646 (700-2)

REIL Rwy 7 Ⓛ
HIRL Rwy 7-25 Ⓛ

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC TWF 115.8 Chan 105	APP CRS 248°	Rwy Idg 8703 TDZE 4150 Apt Elev 4151

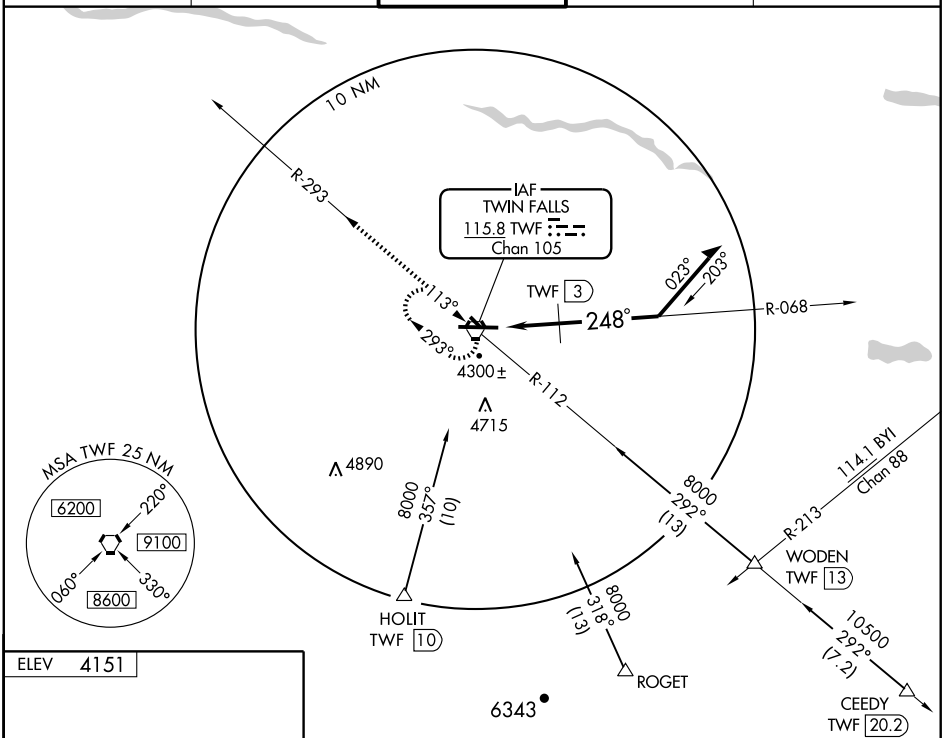
VOR RWY 25

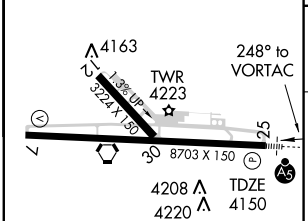
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

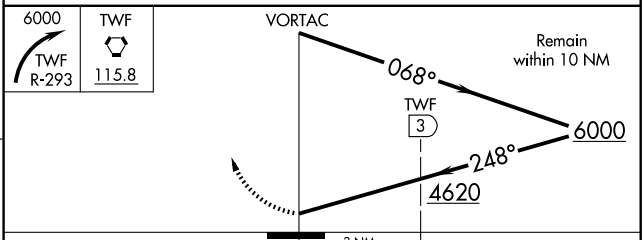
MALSR

MISSED APPROACH: Climbing right turn to 6000 on R-293 TWF VORTAC within 10 NM, return to VORTAC and hold.

ASOS 135.025	TWIN FALLS APP CON ★ 126.7 353.75	TWIN FALLS TOWER ★ 118.2 (CTAF) L 317.5	GND CON 121.7	UNICOM 122.95







CATEGORY	A	B	C	D
S-25	4620-½ 470 (500-½)		4620-¾ 470 (500-¾)	4620-1¼ 470 (500-1¼)
CIRCLING	4680-1 530 (600-1)		4680-1½ 530 (600-1½)	4740-2 590 (600-2)
DME MINIMA				
S-25	4560-½ 410 (500-½)			4560-1 410 (500-1)

REIL Rwy 7 L
HIRL Rwy 7-25 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WARREN (USFS) (3U1) 0 NW UTC−7(−6DT) N45°16.09′ W115°41.01′ **GREAT FALLS**

5896 NOTAM FILE BOI

RWY 11–29: 2765X50 (DIRT)

RWY 11: Trees. **RWY 29:** Road.

AIRPORT REMARKS: Unattended. No winter maintenance. Rwy width varies from 65′ to 85′. Rwy 11–29 thlds marked with white rock. Recommend land Rwy 11, tkf Rwy 29 when wind conditions allow. Downdrafts prevalent Rwy 11 summer months. Recommended use early morning and late evening in summer. Not recommended for inexperienced pilots. Road crosses rwy approximately 800′ from Rwy 11 thld. No telephone avbl at arpt. Rwy 11–29 has some loose rocks to 2 inches in diameter, isolated spots of embedded flat rocks to 6 inches in diameter and some spotty weed growth to 12 inches.

COMMUNICATIONS: CTAF 122.9

WEATHERBY USFS (See ATLANTA)

WEISER MUNI (S87) 3 S UTC−7(−6DT) N44°12.28′ W116°57.63′ **SALT LAKE CITY**

2120 B S3 **FUEL** 100LL NOTAM FILE BOI **L–11B**

RWY 12–30: H4000X60 (ASPH) S–12.5 MIRL **IAP**

RWY 12: REIL. Trees.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 50′.

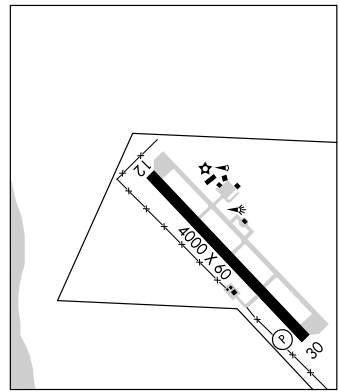
AIRPORT REMARKS: Attended continuously. Birds on and in vicinity of arpt. Extensive agricultural ops Mar–Oct. ACTIVATE MIRL Rwy 12–30 and REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 30 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.05

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03′ W116°12.38′ 205° 46.8 NM to fld. 7333/19E.



YELLOW PINE

JOHNSON CREEK (3U2) 3 S UTC−7(−6DT) N44°54.73′ W115°29.14′ **GREAT FALLS**

4933 NOTAM FILE BOI

RWY 17–35: 3400X150 (TURF)

RWY 17: Ridge. **RWY 35:** Fence.

AIRPORT REMARKS: Attended Jun–Aug, Thu–Mon 1500–0000Z‡. Big game animals on and invof arpt. No winter maintenance. Recommend land Rwy 17, tkf Rwy 35 when wind conditions allow. Rwy 17–35 plus 60′ trees 100′ each side of centerline. Be alert for sprinklers on rwy. Additional 250′ of length avbl for tkf on Rwy 35 end. Rwy 17–35 edges and thlds marked with white rocks. Special considerations should be given to density altitude, turbulence and mountain flying proficiency.

COMMUNICATIONS: CTAF 122.9

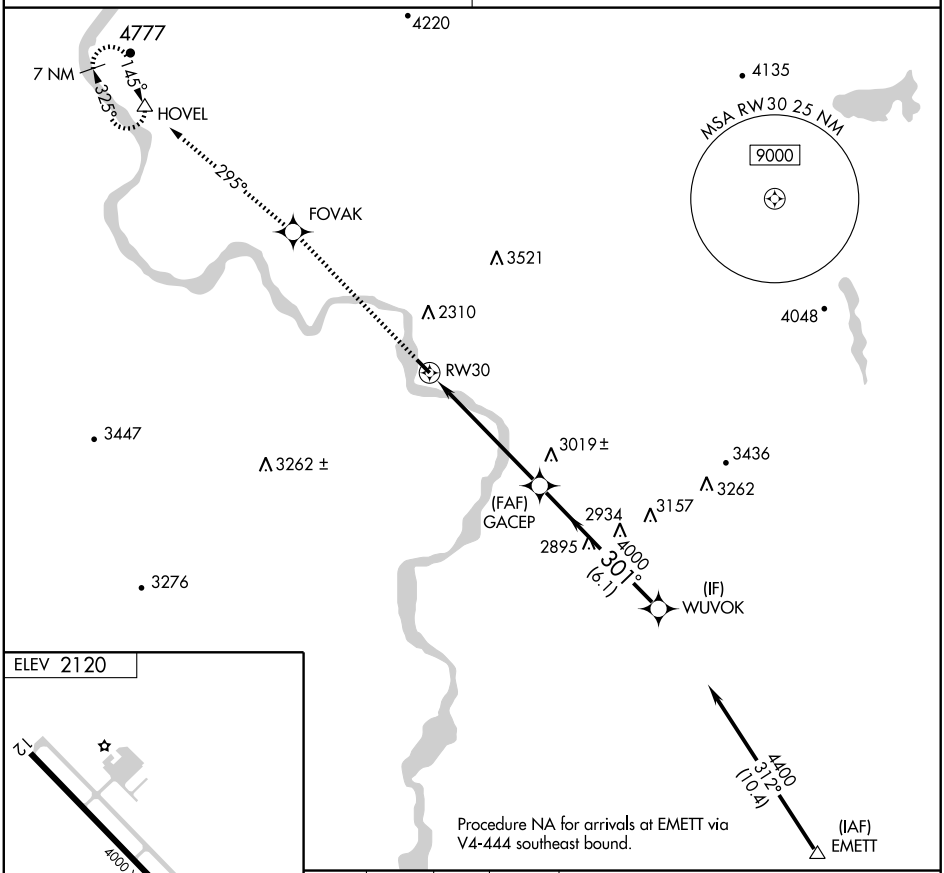
APP CRS	Rwy Idg	N/A
301°	TDZE	N/A
	Apt Elev	2120

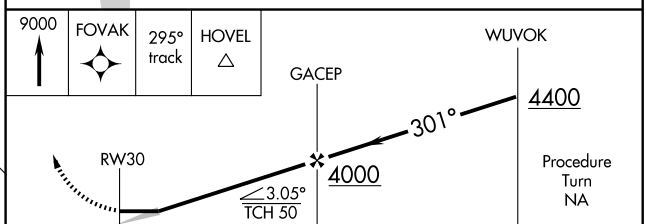
RNAV (GPS)-A
WEISER MUNI (S87)

DME/DME RNP-0.3 NA. Procedure NA at night. Use Ontario altimeter setting; when not received, use Boise altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 9000 direct FOVAK and via 295° track to HOVEL and hold, continue climb-in-hold to 9000.

SALT LAKE CENTER	UNICOM
128.05 387.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	3480-1¼ 1360 (1400-1¼)	3480-1½ 1360 (1400-1½)	3480-3 1360 (1400-3)	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBANY, OR

ALBANY MUNI ..... **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI ..... **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL ..... **RNAV (GPS) Rwy 26[12]**
VOR Rwy 8[3]
[1]NA when local weather not available.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[3]Category C, 800-2¼; Category D, 900-3.

AURORA, OR

AURORA STATE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[2]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BAKER, MT

BAKER MUNI ..... **NDB Rwy 13[1]**
NDB Rwy 31[2]
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI ..... **RNAV (GPS) Rwy 13[12]**
VOR-A[13]
VOR/DME Rwy 13[24]
[1]NA when local weather not available.
[2]Category D, 900-2¾.
[3]Categories A,B, 1900-2; Categories C,D, 1900-3.
[4]NA when control zone not in effect.

NAME — ALTERNATE MINIMUMS

BELLINGHAM, WA

BELLINGHAM INTL ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD ..... **VOR Rwy 31**
Category D, 800-2¼.

BILLINGS, MT

BILLINGS LOGAN INTL ..... **NDB Rwy 10L[1]**
RNAV (GPS) Rwy 10L[2]
RNAV (GPS) Rwy 28R[3]
[1]Category D, 800-2¼.
[2]Categories A,B,C,D, 800-2¼.
[3]Categories A,B, 900-2; Categories C,D, 900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN FIELD) ..... **LOC BC Rwy 28L**
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD ..... **RNAV (GPS)-A[1]**
VOR Rwy 12[2]
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19[1]
NA when local weather not available.
[1]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

BUFFALO, WY

JOHNSON COUNTY ..... **RNAV (GPS) Rwy 31**[1]
VOR/DME Rwy 31[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID

BURLEY MUNI ..... **VOR-A**
VOR/DME-B
NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL ..... **NDB Rwy 10**[1]
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.
[1]Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR

BURNS MUNI ..... **VOR Rwy 30**
Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT

BERT MOONEY ..... **ILS Y Rwy 15**[1]
LOC/DME Rwy 15[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Z Rwy 15,1200-2
VOR or GPS-B,1400-3
VOR/DME or GPS-A,3000-3
[1]Categories A, B, C, 1200-4.
[2]Categories A,B, 1300-2; Categories C,D, 1300-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID

CALDWELL INDUSTRIAL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CASPER, WY

CASPER/NATRONA COUNTY INTL ..... **ILS or LOC Rwy 3**
ILS, Categories A,B, 800-2; Category C 800-2½; Category D, 800-2¾; Category E, 900-3.
LOC, Category C, 800-2½; Category D, 800-2¾; Category E, 900-3.

NAME ALTERNATE MINIMUMS

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD ..... **ILS or LOC Rwy 27**[1]
NDB Rwy 27[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CODY, WY

YELLOWSTONE REGIONAL ..... **RNAV (GPS) Rwy 22**[1]
VOR or GPS-A[2]
[1]Category C, 800-2¼; Category D, 200-2¾.
[2]Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD .... **ILS or LOC/DME Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
VOR Rwy 5
VOR/DME Rwy 1
NA when local weather not available.

CORVALLIS, OR

CORVALLIS MUNI ..... **VOR-A**
Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA

DEER PARK ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

DILLON, MT

DILLON ..... **VOR or GPS-A,**1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ..... **VOR Rwy 29**
Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ..... **RNAV (GPS)-A**
Categories A, B, 1100-2.
NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ..... **RNAV (GPS) Rwy 25**[1]
RNAV (GPS) Rwy 29
VOR-B[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category A, 1500-2.

NAME ALTERNATE MINIMUMS

EPHRATA, WA
EPHRATA MUNI ..... **RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 21[2]
VOR/DME Rwy 3[1]
VOR Rwy 21[1]
NA when local weather not available.
[1]Category D, 1300-3.
[2]Category C, 800-2¼; Category D, 1300-3.

EUGENE, OR
MAHLON-SWEET
FIELD ..... **ILS or LOC/DME Z Rwy 16R**[1]
ILS or LOC Y Rwy 16R[1]
ILS or LOC/DME Rwy 16L[12]
RNAV (GPS) Rwy 34R[2]
VOR or GPS-A[3]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

EVANSTON, WY
EVANSTON-UINTA COUNTY
BURNS FIELD ..... **ILS or LOC/DME Rwy 23**
Categories C,D, 700-2.

EVERETT, WA
SNOHOMISH COUNTY(PAINE
FIELD) ..... **ILS or LOC/DME Rwy 16R**
NA when control tower closed.
NA when local weather not available.

FORT BENTON, MT
FORT BENTON ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

GILLETTE, WY
GILLETTE-CAMPBELL
COUNTY ..... **ILS or LOC Rwy 34**[12]
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[4]
VOR/DME Rwy 16[5]
VOR/DME Rwy 34[1]
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]NA when control tower closed.
[3]Categories A,B,C, 800-2¼; Category D, 1000-3.
[4]Categories A,B,C,D, 1200-4.
[5]Category C, 800-2¼; Category D, 1000-3.

GLASGOW, MT
WOKAL FIELD/
GLASGOW INTL ..... **VOR Rwy 12**
Categories A,B, 900-2; Categories C,D, 900-3.
VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT
DAWSON
COMMUNITY ..... **NDB or GPS Rwy 12,**900-2¾

GOODING, ID
GOODING MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

GRAY AAF (KGRF)
FORT LEWIS, WA ..... **NDB Rwy 15**
NDB Rwy 33
ILS or LOC Rwy 15
COPTER NDB Rwy 15
NA when control tower closed.

GREAT FALLS, MT
GREAT FALLS INTL ..... **NDB Rwy 34**
Category D, 800-2¼.

GREYBULL, WY
SOUTH BIG HORN COUNTY .... **RNAV (GPS)-A**
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 1200-3.

HAILEY, ID
FRIEDMAN
MEMORIAL ..... **RNAV (GPS) W Rwy 31**
Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT
HAVRE CITY-COUNTY ..... **VOR Rwy 26**
Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

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NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ..... **ILS or LOC Y Rwy 27[12]**
ILS or LOC Z Rwy 27[12]
LOC/DME BC-C[13]
NDB-D[14]
RNAV (GPS) Y Rwy 9[5]
RNAV (GPS) Rwy 23[6]
RNAV (GPS) X Rwy 27[5]
RNAV (RNP) Z Rwy 9[7]
RNAV (RNP) Y Rwy 27[7]
RNAV (RNP) Z Rwy 27[79]
VOR-A[8]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1600-2; Categories C, D, E, 1600-3.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.
[4]Category A, 1200-2.
[5]Categories A, B, 1600-2; Categories C, D, 1600-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[7]NA when local weather not available.
[8]Categories A, B, 2900-2; Categories C, D, 2900-3.
[9]1000-4.

HOQUIAM, WA

BOWERMAN ..... **RNAV (GPS) Rwy 24[1]**
VOR/DME Rwy 24[2]
VOR Rwy 6[1]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ..... **ILS or LOC Rwy 20[1]**
LOC BC Rwy 2[2]
RNAV (GPS) Rwy 20[3]
VOR Rwy 20[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]NA when local weather not available.

JACKSON, WY

JACKSON HOLE ..... **RNAV (GPS) X Rwy 1[1]**
RNAV (GPS) Y Rwy 19[1]
RNAV (RNP) Y Rwy 1, 10681200-4
VOR/DME Rwy 1[2]
VOR/DME Rwy 19[3]

[1]Categories A,B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B,1000-2; Categories C,D, 1000-3.
[3]Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS

JEROME, ID

JEROME COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27[1]
VOR/DME-A

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
OGILVIE FIELD ..... **RNAV (GPS) Y Rwy 9**
Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL ..... **ILS or LOC Rwy 2[1]**
RNAV (RNP) Y Rwy 2[2]
RNAV (RNP) Rwy 20, 800-2½[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.

KELSO, WA

SOUTHWEST
WASHINGTON RGNL ..... **RNAV (GPS) Rwy 12**
Categories A, B, 900-2.

KLAMATH FALLS, OR

KLAMATH FALLS .... **ILS or LOC/DME Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2¾; Category D, 1000-3. LOC, Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY ..... **VOR/DME-A**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

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NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY ..... **RNAV (GPS) Y Rwy 8**[1]
RNAV (GPS) Y Rwy 26[1]
RNAV (RNP) Rwy 30[2]
RNAV (RNP) Z Rwy 8[2]
RNAV (RNP) Z Rwy 12[2]
RNAV (RNP) Z Rwy 26[2]
VOR Rwy 8[3]
VOR Rwy 26[1]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI ..... **RNAV (GPS) Rwy 7**
VOR Rwy 7

Category D, 800-2¼.

LIVINGSTON, MT

MISSION FIELD ..... **VOR/DME-B**[1]
VOR-A[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

MC CALL MUNI ..... **RNAV (GPS) Rwy 16**[1]
RNAV (GPS) Y Rwy 34[2]
RNAV (GPS) Z Rwy 34[34]

[1]Category C, 900-2½.
[2]Categories A, B, 1600-2; Categories C, D, 1600-3.
[3]NA when local weather not available.
[4]Category C, 900-2½; Category D, 1000-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ..... **ILS or LOC Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.
Category D 800-2¼.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD ..... **ILS or LOC/DME Rwy 14**[12]
LOC/DME BC-B[23]
RNAV (GPS)-D[3]
RNAV (GPS) Rwy 14[4]
VOR-A[5]
VOR/DME-C[3]
VOR/DME Rwy 14[5]

[1]ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[2]NA when control tower closed.
[3]Categories A, B, 2300-2; Categories C, D, 2300-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 1400-2;Category C, D 1400-3.

MISSOULA, MT

MISSOULA INTL ..... **ILS Rwy 11**[1]
RNAV (GPS) Y Rwy 11[23]
RNAV (RNP) Z Rwy 11[2]**,**800-2½
VOR/DME or GPS-A,2000-3
VOR/DME or GPS-B,2000-3

[1]ILS, 1600-6. LOC,NA.
[2]NA when local weather not available.
[3]Categories A, B, 1900-2; Categories C, D, 1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... **ILS or LOC Rwy 32R**[1]
NDB Rwy 32R[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 14L[1]
RNAV (GPS) Rwy 22[1]
VOR Rwy 4[2]
VOR -1 Rwy 14L[2]
VOR -3 Rwy 14L[2]
VOR Rwy 22[2]
VOR Rwy 32R[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

NEWCASTLE, WY

MONDELL FIELD ..... **VOR or GPS Rwy 31**
NA except for operators with approved weather reporting service.
Categories A,B, 900-2;Categories C,D, 900-3.

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NAME ALTERNATE MINIMUMS

NORTH BEND, OR

SOUTHWEST OREGON RGNL ..... **ILS or LOC Rwy 4[1]**
NDB Rwy 4[2]
RNAV (GPS) Y Rwy 4[2]
VOR-A[3]
VOR/DME-B[2]
VOR/DME Rwy 4[4]

[1]ILS, Categories A, B, 800-2; Category C, 900-2¼; Category D, 1100-3. LOC, Category C, 900-2¼; Category D,1100-3.
[2]Category C, 900-2¼; Category D, 1100-3.
[3]Categories A, B, 1200-2; Categories C, D, 1200-3.
[4]Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG ..... **RNAV (GPS) Rwy 7**

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ..... **ILS or LOC Rwy 17[123]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[24]
VOR/DME Rwy 35[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Category D, 800-2¼.

ONTARIO, OR

ONTARIO MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PASCO, WA

TRI-CITIES ..... **ILS or LOC Rwy 21R[12]**
RNAV (GPS) Rwy 3L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21R
RNAV (GPS) Rwy 30
VOR Rwy 21R[3]
VOR/DME Rwy 30

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON ..... **ILS or LOC/DME Rwy 25[1]**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7

NA when local weather not available.
[1]ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD ..... **NDB-A[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2½.

POCATELLO, ID

POCATELLO RGNL ..... **ILS or LOC Rwy 21[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[2]

[1]NA when control zone not in effect.
[2]NA when local weather not available.

PORT ANGELES, WA

WILLIAM R FAIRCHILD INTL ..... **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8[1]
RNAV (GPS) Rwy 26

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

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NAME — ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND INTL ..... **ILS or LOC Rwy 10L**[1]
ILS or LOC Rwy 10R[2]
ILS or LOC Rwy 28L[3]
ILS or LOC Rwy 28R[4]
LOC/DME Rwy 21[5]
RNAV (GPS) Rwy 10L[5]
RNAV (GPS) Rwy 10R[6]
RNAV (GPS) Rwy 12[7]
RNAV (GPS) Rwy 28L[8]
RNAV (GPS) Rwy 28R[8]
VOR/DME Rwy 21[5]
VOR-A [9]
VOR Rwy 28R[5]

[1]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.
[3]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.
[4]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[5]Category D, 1000-3.
[6]Categories A,B,C 800-5; Category D, 1000-5.
[7]NA when local weather not available.
[8]Category D, 1000-3.
[9]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. **ILS or LOC Rwy 12**[1]
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE ..... **NDB or GPS-A**

Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI ..... **RNAV (GPS) Rwy 5,** 800-2¼

RAWLINS, WY

RAWLINS MUNI/ HARVEY FIELD ..... **RNAV (GPS) Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME — ALTERNATE MINIMUMS

REDMOND, OR

ROBERTS FIELD ..... **ILS or LOC Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]ILS,LOC,Category D,800-2¼; Category E, 800-2½.
[2]Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI ..... **NDB Rwy 16**[1]
RNAV (GPS) Y Rwy 16[2]

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

REXBURG, ID

REXBURG-MADISON COUNTY ..... **RNAV (GPS) Rwy 35**

NA when local weather not available.
Category D, 800-2½.

RICHLAND, WA

RICHLAND ..... **NDB Rwy 19**[1]
RNAV (GPS) Rwy 19[1]
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
VOR Rwy 26[1]

[1]Category D, 800-2½.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

RIVERTON, WY

RIVERTON RGNL ..... **ILS or LOC Rwy 28**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 10
VOR Rwy 28

NA when local weather not available.

ROSEBURG, OR

ROSEBURG RGNL ..... **RNAV (GPS)-B**

NA when local weather not available.
Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ..... **ILS or LOC Rwy 31**[12]
LOC/DME Rwy 31[3]
RNAV (GPS) Rwy 31[13]

[1]NA when local weather not available.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

SALMON, ID

LEMHI COUNTY ..... **RNAV (GPS)-D**
NA when local weather not available.
Categories A, B, 3000-2; Category C, 3000-3.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK ..... **VOR/DME or GPS-A**
Category B, 900-2; Category C, 1000-2¾; Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY INTL ..... **ILS or LOC Rwy 31L[1]**
LOC/DME Rwy 13R[2]
RNAV (GPS) Y Rwy 13R[3]
RNAV (RNP) Z Rwy 13R[4]
[1]Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Categories A, B, C, D, 800-2¼.

SHERIDAN, WY

SHERIDAN COUNTY ..... **ILS or LOC/DME Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
NA when local weather not received.
Category D, 800-2¼.

SIDNEY, MT

SIDNEY-RICHLAND MUNI ..... **NDB Rwy 1[1]**
NDB Rwy 19[2]
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SPOKANE, WA

FELTS FIELD ..... **ILS/DME Rwy 21R[1]**
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 3L[2]
VOR Rwy 3L[34]
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Categories A, B, 1000-2; Categories C, D, 1000-3.
[4]NA when local weather not available.

SPOKANE INTL ..... **ILS or LOC Rwy 3[1]**
ILS or LOC/DME Rwy 21[1]
RNAV (GPS) Rwy 3[2]
VOR Rwy 3[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 800-2½.

TACOMA, WA

TACOMA NARROWS ..... **ILS Rwy 17[1]**
NDB Rwy 35[1]
RNAV (GPS) Rwy 17[12]
RNAV (GPS) Rwy 35[23]
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/ THE DALLES MUNI ..... **RNAV (GPS)-A**
Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL ..... **ILS or LOC Rwy 25[1]**
NDB Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 7[2]
NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]Category C, 800-2¼; Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

WALLA WALLA, WA

WALLA WALLA RGNL ..... **ILS or LOC Rwy 20**[1]
ILS or LOC Y Rwy 20[13]
ILS or LOC/DME Z Rwy 20[23]
NDB Rwy 20, 1000-3
RNAV (GPS) Rwy 2[34]
RNAV (GPS) Rwy 16[4]
RNAV (GPS) Rwy 20[4]
VOR/DME Rwy 2[4]

[1]ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.

WENATCHEE, WA

PANGBORN
MEMORIAL ..... **ILS Y Rwy 12,** 1300-4
RNAV (RNP) Rwy 12, 1200-4
VOR/DME-C[12]
VOR/DME-A[3]

[1]NA when local weather not available.
[2]Categories A, B, 1500-2; Categories C, D, 1500-3.
[3]Categories A, B, 2000-2; Categories C, D, 2000-3.

WOLF POINT, MT

L.M. CLAYTON ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI ..... **VOR or GPS Rwy 16**

Categories C,D, 800-2½.

YAKIMA, WA

YAKIMA AIR TERMINAL/
MCALLISTER FIELD .... **ILS Y Rwy 27,** 600-2¼[1]
LOC/DME BC-B[12]
RNAV (GPS) Y Rwy 27[3]
VOR/DME or TACAN Rwy 27[4]
VOR-A[5]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]Category C, 800-2½; Category D, 800-2¾.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Category C, 800-2¼; Category D, 800-2½.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** Use LUNDI DEPARTURE. **Rwy 34,** use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34**, turn left. **All aircraft** climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. **Rwy 17,** std. w/ min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. **Rwy 22,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35,** climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NAME	TAKE-OFF MINIMUMS

BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: **Rwy 17,** multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. **Rwy 35,** multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34,** 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwy 16**, climb direct to WATON LOM. **Rwys 29,34**, turn left. **All aircraft** climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8,31,** turn left. **Rwy 13**, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course. **All other aircraft** climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence... ...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17,** multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35,** multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: **Rwy 13,** 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31,** 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY ,OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K). **Rwy 13**, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31**, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C,D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8,13**, turn left. **Rwys 26,31,35,** turn right. **All aircraft** climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34,** climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16,** lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34,** lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 8400 via BPI R-124. **Rwy 31,** climb to 10800 via BPI R-320 thence all aircraft climb on course.

26 AUG 2010 to 23 SEP 2010

BILLINGS, MT
BILLINGS LOGAN INTL (BIL)
AMDT 5 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10R,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 10L,** Climb heading 098° to 4600 before turning right.
NOTE: **Rwy 10L,** fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25,** airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID
MCCARLEY FIELD
DEPARTURE PROCEDURE: **Rwy 1,** climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19,** climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID
BOISE AIR TERMINAL / GOWEN FIELD (BOI)
AMDT 6 10042 (FAA)
DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERS FERRY, ID
BOUNDARY COUNTY (65S)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 20,** use KARPS (RNAV) DEPARTURE.

BOZEMAN,MT
GALLATIN FIELD (BZN)
AMDT 3 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.
DEPARTURE PROCEDURE: **Rwys 12, 30,** use BOZEMAN DEPARTURE.

BREMERTON,WA
BREMERTON NATIONAL (PWT)
AMDT 3 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ min. climb of 410' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 1,** Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19,** Climb to 6000 direct CAN NDB, thence...
...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.
NOTES: **Rwy 1,** Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19,** Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO,WY
JOHNSON COUNTY
TAKE-OFF MINIMUMS: Northbound aircraft: **Rwys 13,31,** 2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. with a min climb of 300' per NM to 6000.
DEPARTURE PROCEDURE: Northbound aircraft: **Rwy 13**, turn left. **Rwy 31,** climb straight ahead. **All aircraft** proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: **Rwy 13,** climb straight ahead. **Rwy 31,** turn right. **All aircraft** proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID
BURLEY MUNI (BYI)
AMDT 5 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1½ or std. w/ min. climb of 428' per NM to 4500.
DEPARTURE PROCEDURE: **Rwy 2,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 20,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.
NOTE: **Rwy 2,** obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6,** trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline,16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline,123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 4,10,22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: **Rwy 4,** tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30,** climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: **Rwy 21,** pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15,** std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29,** std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33,** std. w/ min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .**Rwy 29,** climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . . **Rwy 33,** climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .

. . .climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: **Rwy 15,** multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. **Rwy 29,** multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6 379' MSL. **Rwy 33,** flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30,** climb via heading 299° to 4400 before proceeding on course.

NOTE: **Rwy 12,** levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30,** multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **All other runways,** turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS, WA

CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16,** climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34,** climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: **Rwy 13,** multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27,** multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31.** multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY

YELLOWSTONE RGNL (COD)

AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22,** std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22,** climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4,** trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22,** poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV) DEPARTURE. **Rwy 24,** use CONUK (RNAV) DEPARTURE.

CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17,** climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. **Rwys 27, 35,** climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9,** multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27,** obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. **Rwy 35,** multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above9000.

DEER PARK, WA

DEER PARK (DEW)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1½ or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16,** climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22,** climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: **Rwy 4,** aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16,** trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22,** trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34,** aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

DILLON, MT

DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21,** NA.

DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23,** 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11,** climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23,** climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29,** climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.

NOTE: **Rwy 5,** trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23,** trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID

DRIGGS-REED MEMORIAL (DIJ)

AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA-Terrain. **Rwy 34,** 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34,** climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: **Rwy 34,** trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA

BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11,** 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25,** 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29,** 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29,** climbing right turn direct ELN VORTAC. **Rwys 11, 25,** climbing left turn direct ELN VORTAC. **All aircraft,** continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2300 before proceeding on course. **Rwy 11,** climb heading 112° to 2200 before proceeding on course. **Rwy 21,** climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climb to 1000 then climbing right turn...**Rwys 34L, 34R,** climb to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in EUG VORTAC holding pattern (hold north, right turn, 175° inbound) to cross EUG VORTAC at or above MEA altitude before proceeding enroute.

NOTE: **Rwy 16R,** tree 1992' from departure end of runway, 832' left of centerline, 50' AGL/419' MSL. **Rwy 16L,** multiple trees and power poles beginning 872' from departure end of runway, 35' right of centerline, up to 50' AGL/437' MSL, multiple trees and power poles beginning 890' from departure end of runway, 77' left of centerline, up to 50' AGL/433' MSL. **Rwy 34R,** multiple trees beginning 2869' from departure end of runway, 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline, 50' AGL/428' MSL.

26 AUG 2010 to 23 SEP 2010

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. **Rwy 23**, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R,** climbing right turn, thence...**Rwys 29, 34L/R,** climbing left turn, thence...

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 11,** multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, up to 140' AGL/672' MSL. **Rwy 16L,** multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. **Rwy 16R,** multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. **Rwy 29,** multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. **Rwy 34R,** multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track 048° to intercept SKA R-045 to 5300, then on course. **Rwy 23**, climb on track 241° to 3400, then on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468' MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23,** std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23,** for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB **Rwy 34,** climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. **Rwy 21,** 600-3 or std. w/ min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. **Rwy 21,** climb via heading 206° to 5200, before proceeding on course.

NOTE: **Rwy 3,** windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. **Rwy 16,** tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. **Rwy 21,** fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 ' AGL/4729' MSL. **Rwy 34,** fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394 ' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 ' MSL. Vehicle on road 1610' from DER. 419' left of centerline, 15' AGL/4380' MSL.

GOODING, ID

GOODING MUNI (GNG)
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 068° to 5000 before turning left. **Rwy 25,** climb heading 233° to 5600 before turning right.

NOTE: **Rwy 7,** rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. **Rwy 25,** vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID
IDAHO COUNTY (S80)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Obstacles.

DEPARTURE PROCEDURE: **Rwy 25,** Use MELLR DEPARTURE.

GRANTS PASS, OR
GRANTS PASS

TAKE-OFF MINIMUMS: **Rwy 12,** NA. **Rwy 30,** 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 30,** climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)
FORT LEWIS, WA . . . . . AMDT 2, 10098

Rwy 15, Standard
Rwy 33, 300-1*
* Or standard with minimum climb of 430/NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** Climb heading 147° to 700 then climbing left turn direct GRF NDB.
Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.

TAKE-OFF OBSTACLES: **Rwy 15,** Tree 100' AGL/ 439' MSL, 1848' from DER, 430' right of centerline. **Rwy 33,** Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of centerline.

GREAT FALLS, MT
GREAT FALLS INTL

NOTE: **Rwy 7,** obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. **Rwy 21,** pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. **Rwy 25,** windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY
SOUTH BIG HORN COUNTY (GEY)
ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. w/ min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: **All runways**, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on course.

NOTE: **Rwy 25,** bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY, WY
CAMP GUERNSEY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 320' per NM to 4700. **Rwy 32,** 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: **Rwy 14,** climb to 5600 via heading 150°. **Rwy 32,** climb to 5800 via heading 070°. **All aircraft** continue on course.

HAILEY, ID
FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 13,** 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. **Rwy 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 13,** Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: **Rwy 13,** multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT
RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE,MT
HAVRE CITY-COUNTY (HVR)
AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¾ or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...**Rwy 8,** climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence...**Rwy 21,** climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...**Rwy 26,** climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...
...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding on course.

NOTE: **Rwy 3,** pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. **Rwy 8,** obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26,** light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

HELENA, MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9,** std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23,**1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**,1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16,34,** NA.

DEPARTURE PROCEDURE: **Rwys 5,9,** climbing left turn heading 270°. **Rwys 23,27,** climbing right turn heading 020°. **All Aircraft:** continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5,** ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL**. Rwy 23,** pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27,** buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4,** tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22,** light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn heading 110°: **Rwy 24,** climb runway heading. **All aircraft** climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** std. w/ min. climb of 450' per NM to 6300, or 500-2¼ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31,** climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13,** road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31,** terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2,** pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17,** trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35,** trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON,WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1,** use GEYSER DEPARTURE. **Rwy 19,** use TETON DEPARTURE.

JEROME, ID
JEROME COUNTY (JER)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-1¾ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9,** bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27,** fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR
GRANT COUNTY RGNL/OGILVIE FIELD (GCD)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** NA, Terrain.

DEPARTURE PROCEDURE: **Rwy 27,** climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27,** fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT
GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA
SOUTHWEST WASHINGTON RGNL (KLS)
AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** NA, terrain. **Rwy 30,** std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:. **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: **Rwy 30,** light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

KEMMERER, WY
KEMMERER MUNI (EMM)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,10,22,28,** NA - Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34,** climb via heading 346° to 8200 then climbing right turn to12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.

KLAMATH FALLS, OR
KLAMATH FALLS (LMT)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Terrain. **Rwy 14,** std. w/ min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence… or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 25,** climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 32,** climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence…
…continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14,** trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25,** terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32,** multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30,** Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16,** 2000-3 or std. with a min. climb of 500' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 12**,**16,** climbing left turn direct LGD NDB, thence; **Rwys 30,34,** climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34,** 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12,21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32,** NA.

DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

LEWISTON,ID

LEWISTON-NEZ PERCE COUNTY (LWS)

AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8,12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN,MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7,12,** 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE:**Rwys 2,30** turn left. **Rwys 7,12,20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26,** std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8,** std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 8, 26,** for climb in visual conditions: cross Lexington Airport at or above 3600.

NOTES: **Rwy 8,** trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33,** not authorized. **Rwy 15,** use EYESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,13,26,31,** NA-Enivironmental.

DEPARTURE PROCEDURE: **Rwys 4, 22,** use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22,** std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: **Rwys 4, 34,** climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… **Rwy 16,** climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence…**Rwy 22,** climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence ...

…continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 4,** vehicle on road beginning 7' from DER,268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16,** bushes beginning 196'from DER, 151' left of centerline, up to 14' AGL/2444'MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34,** bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

MC CALL, ID

MC CALL MUNI (MYL)
AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.

MC CHORD FIELD (KTCM)

TACOMA, WA 10154

DEPARTURE PROCEDURE: **Rwy 16,** Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34,** Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16,** Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34,** Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17,** std. w/ min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35,** climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17,** tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22,** multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35,** multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD,OR

ROGUE VALLEY INTL-MEDFORD (MFR)
AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Obstacles. **Rwy 14**, std. w/ min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32,** std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwys 11, 29,** use GRZLY DEPARTURE.

26 AUG 2010 to 23 SEP 2010

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R,** antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. **Rwy 18,** pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L,** pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12, 30, 6700-3*

* Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10,** 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28,** 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct STI NDB. **Rwy 28,** climbing right turn direct STI NDB. **All aircraft** departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29,** climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11,** 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,17,23,35,** NA. **Rwy 13,** 200-1 or std. with a min. climb of 275' per NM to 4400. **Rwy 31,** 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31,** climbing left turn. **All aircraft** climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13,** fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31,** multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 16,** turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

26 AUG 2010 to 23 SEP 2010

NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 13,** 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13,** climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22,** climb heading 223° to 700 before proceeding on course. **Rwy 31,** climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4,** Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13,** bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22,** ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31,** ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1. **Rwy 25,** 300-1

DEPARTURE PROCEDURE: **Rwy 7,** climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25,** climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7,** multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25,** cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence. . .**Rwy 17,** climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence. . .or climb in visual conditions to cross OLM VORTAC at or above 2300, thence. . . **Rwy s 26,35,** climbing right turn direct OLM VORTAC, thence. . .

. . .continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17,** multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26,** multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35,** multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17,** 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** use GETNG RNAV DEPARTURE. **Rwy 35,** NA.

ONTARIO,OR
ONTARIO MUNI (ONO)
AMDT 3 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.
NOTE: **Rwy 14,** multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32,** multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA
TRI-CITIES
DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON,OR
EASTERN OREGON RGNL AT PENDLETON (PDT)
AMDT 3 09183 (FAA)
DEPARTURE PROCEDURE: **Rwys 7, 29, 34,** climbing left turn direct PDT VORTAC, thence...
Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...
Rwy 25, climb direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.
NOTE: **Rwy 16,** multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. **Rwy 25,** multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29,** terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY
PINEDALE/RALPH WENZ FIELD (PNA)
AMDT 2 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 11,** climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29,** climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT
SHER-WOOD
NOTE: **Rwy 12,** multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/ 2251' MSL. **Rwy 30,** multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID
POCATELLO RGNL (PIH)
AMDT 7 09351 (FAA)
DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT
POLSON
TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.
DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.
NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

PORT ANGELES, WA
PORT ANGELES CGAS
DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL
DEPARTURE PROCEDURE: **Rwys 8,13, 26, 31**, use WATTR FIVE DEPARTURE.

PORTLAND, OR

PORTLAND INTL (PDX)
AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 400' per NM to 600. **Rwy 10L/R,** std. w/ min. climb of 270' per NM to 2900. **Rwy 21,** std. w/ min. of 310' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L,10R,** climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ... **Rwy 21,** climb heading 205.03 to 500, then climbing right turn direct BTG VORTAC, thence ... **Rwys 28L,28R,** climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ... ... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3,** signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. **Rwy 10L,** rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL. **Rwy 10R,** pole 1996' from departure end of runway, 758' right of centerline, 54' AGL/74' MSL. note: **Rwy 21,** trees beginning 1319' from departure end of runway,155' right of centerline, up to 100' AGL/318' MSL. Poles and trees beginning 353' from departure end of runway, 36' left of centerline, up to 100' AGL/317' MSL. **Rwy 28L,** trees 1873' from departure end of runway, 836' left of centerline, 50' AGL/88' MSL. **Rwy 28R,** multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right of centerline, up to 27' AGL/69' MSL.

PORTLAND-HILLSBORO (HIO)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct UBG VOR/DME… **Rwy 20,** climbing left turn direct UBG VOR/DME… **Rwys 2, 30,** climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME… …all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2,** vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12,** terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20,** terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30,** terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7,** 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left. **Rwy 25**, turn right. **All aircraft** climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI (POY)
AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,16,21,34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. **All aircraft** climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13,** terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31,** windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15,** climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28,** climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33,** climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10,** trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15,** trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28,** trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33,** trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/ 3319' MSL.

26 AUG 2010 to 23 SEP 2010

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23,** climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5,** multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23,** multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34,** 300-1.

DEPARTURE PROCEDURE: **Rwy 16,** climbing right turn. **Rwy 34,** climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16,** light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34,** multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4,** turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** std. w/ min. climb of 269' per NM to 4700. **Rwy 28,** std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10,** climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22,** climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28,** climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28,** numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¾ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34,** Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ...

...Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16,** trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34,** Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35,** climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17,** 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35,** 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RICHLAND, WA

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8,** std. w/ min. climb of 310' per NM to 5000. **Rwy 19,** std. w/ min. climb of 480' per NM to 5000. **Rwy 26,** std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,8,** climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 19,** climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. **Rwy 26,** climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1,** crane 4957' from DER,1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8,** railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19,** bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26,** antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

RIVERTON RGNL (RIW)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28,** climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1,** sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10 ,** sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19,** sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28,** sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9,** climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21,** climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27,** climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21,** bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34,** climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16,** tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34,** building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

26 AUG 2010 to 23 SEP 2010

ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34,** climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16,** tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34,** tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwy 35,** 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17,** NA. **Rwy 35,** climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1,** 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19,** 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn to COE VOR/DME via heading 200° and COE R-002. **Rwy 19,** climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5,** turn left heading 280°. **Rwy 23,** turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33,** climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: **Rwy 15,** 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33,** cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 280' per NM to 3400.

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L,** 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R,** std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L,** std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2 ½ for climb in visual conditions. **Rwy 31R,** std. w/ a min. climb of 334' per NM to 900, or 400-1¾ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R,** climbing right turn. **Rwys 31L/R,** climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L,** multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL. **Rwy13R,** multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L,** multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy31R,** multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R,** climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...
Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L,** trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C,** trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R,** trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L,** fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5,** 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5,** fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11,** truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000. **Rwy 23,** climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5,** multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23,** multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

26 AUG 2010 to 23 SEP 2010

SHERIDAN, WY

SHERIDAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 700-3 or std. w/ min. climb of 318' per NM to 5100, or. . .**Rwy 14,** 800-3 or std. w/ min. climb of 263' per NM to 5100, or. . .**Rwy 23,** 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . . . . .1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 14,** climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 23,** climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 32,** climb via heading 320° and SHR R-106 to SHR VORTAC, thence. . . . . .climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5,** multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23,** fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32,** antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT

SIDNEY-RICHLAND MUNI (SDY)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1,** trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19,** trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29,** terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH, WA

HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles. **Rwy 15L,** std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R,** std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L,** climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... **Rwy 33R,** climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE**: Rwy 15L,** tree 81' from DER, 177' right of centerline, 40' AGL/106'MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R,** powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.

26 AUG 2010 to 23 SEP 2010

SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R,** std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R,** climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/MEA for route of flight. **Rwys 21L, 21R,** climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R -050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/MEA for route of flight.

NOTE: **Rwy 3L,** trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R,** hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L,** elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R,** poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG)

AMDT 5 10154 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 25,** climbing left turn direct GEG VORTAC, thence...**Rwys 7, 21,** climbing right turn direct GEG VORTAC, thence... ...continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeast bound V120-448, 5200; eastbound V2, 5200; southeast through west bound climb on course.

NOTE: **Rwy 3,** multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL. **Rwy 21,** pole 2655' from DER, 1122' left of centerline, 42' AGL/2446' MSL. Tree 3391' from DER, 1315' right of centerline, 100' AGL/2466' MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12,** do not exceed 210 knots until established on MSO R-163. **Rwy 30,** do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30,** climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36,** 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36,** climb direct to DSD VORTAC. Then **all aircraft** climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17,** turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35,** turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwy 30**, climbing left turn heading 120°. **All aircraft** intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19,** NA. **Rwy 31,** 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19,** NA. **Rwy 31,** use FETUJ RNAV DEPARTURE.

TORRINGTON, WY

TORRINGTON MUNI (TOR)
ORIG 10042 (FAA)

NOTE: **Rwy 2,** terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10,** multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28,** terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26,** 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .**Rwy 26,** climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .

. . .continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26,** bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2,7, 20,25,34,** turn left. **Rwy 16,** turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16,** antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20,** light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34,** terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 121° to 3900 before proceeding on course. **Rwy 30,** climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12,** tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30,** tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12,** 1500-2 or std. with a min. climb of 510' per NM to 2900. **Rwys 25, 30**, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading. **Rwys 25, 30,** climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E,right turns,253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: **Rwy 1,** ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right. **All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

26 AUG 2010 to 23 SEP 2010

WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8,** climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence. . . **Rwy 26,** climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence. . .
. . .continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8,** multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. **Rwy 26,** multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) 10210

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25:** Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25:** Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.

TAKE-OFF OBSTACLES: **Rwy 7:** Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14:** Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA, WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD

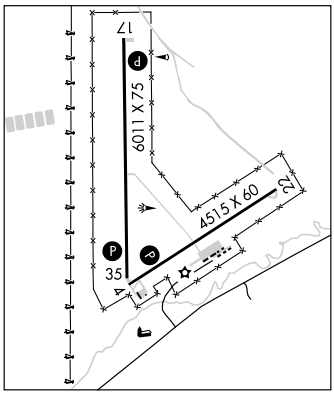
TAKE-OFF MINIMUMS: **Rwy 4,** NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22,27,** 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4,** NA. **Rwys 9,22,27,** Use ZILLA DEPARTURE PROCEDURE.

26 AUG 2010 to 23 SEP 2010

ANACONDA

BOWMAN FLD (3U3) 3 NE UTC−7(−6DT) N46°09.19′ W112°52.07′ **GREAT FALLS**
5034 B **FUEL** 100LL, JET A NOTAM FILE GTF **H–1D, L–13C**
RWY 17–35: H6011X75 (ASPH) MIRL 0.6% up S **IAP**
RWY 17: PAPI(P2L)—GA 3.0° TCH 37′.
RWY 35: PAPI(P2L)—GA 3.5° TCH 50′. Tree. Rgt tfc.
RWY 04–22: H4515X60 (ASPH) S–18, D–25 MIRL 1.0% up SW
RWY 04: PAPI(P2L)—GA 3.75° TCH 44′. P–line.
AIRPORT REMARKS: Unattended. Fuel unavailable indef. Phone on fld. Unlighted hazardous stack 585′AGL located 3.2 NM SW of arpt. ACTIVATE MIRL Rwy 04–22 and Rwy 17–35, PAPI Rwy 17, Rwy 35, Rwy 04 and AWOS—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (406) 563–8275. Plus visibility.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE BTM.
COPPERTOWN (L) VORW/DME 111.6 CPN Chan 53 N46°01.92′ W112°44.85′ 309° 8.8 NM to fld. 5780/16E.



ASHLAND

ST LABRE MISSION (3U4) 1 NW UTC−7(−6DT) N45°36.00′ W106°16.03′ **BILLINGS**
2909 NOTAM FILE GTF
RWY 13–31: 3830X95 (GRVL–DIRT)
RWY 13: Tree. **RWY 31:** Tree.
AIRPORT REMARKS: Unattended. Vehicles and horses in vicinity of rwy. 100′ lgtd antenna 1/2 mile southwest of arpt on hill. Hay bales and farm equipment adjacent to rwy. Rwy 13–31 muddy when wet.
COMMUNICATIONS: CTAF/UNICOM 122.8

AUGUSTA (3U5) 2 SE UTC−7(−6DT) N47°27.80′ W112°22.80′ **GREAT FALLS**
4145 NOTAM FILE GTF
RWY 01–19: 3650X75 (TURF)
RWY 01: Fence. Rgt tfc. **RWY 19:** Hay bales. Rgt tfc.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Unlimited vehicle access to arpt. Rwy 01–19 gopher holes on rwy surface. Rwy 01–19 marked with white cones.
COMMUNICATIONS: CTAF 122.9

BABB (49S) 1 SE UTC−7(−6DT) N48°50.70′ W113°25.64′ **GREAT FALLS**
4518 NOTAM FILE GTF
RWY 14–32: 3860X110 (TURF)
RWY 14: Trees. Rgt tfc. **RWY 32:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Livestock on and in vicinity of arpt. Rwy 14–32 soft when wet. Gopher holes on rwy surface. Tall grass at north end. Rwy 14 markings NSTD, tires faded and obscured by weeds. No snow removal. Rwy 14–32 edge marked with painted tires full length.
COMMUNICATIONS: CTAF 122.9

VOR/DME CPN	APP CRS	Rwy Idg	N/A
111.6	307°	TDZE	N/A
Chan 53		Apt Elev	5030

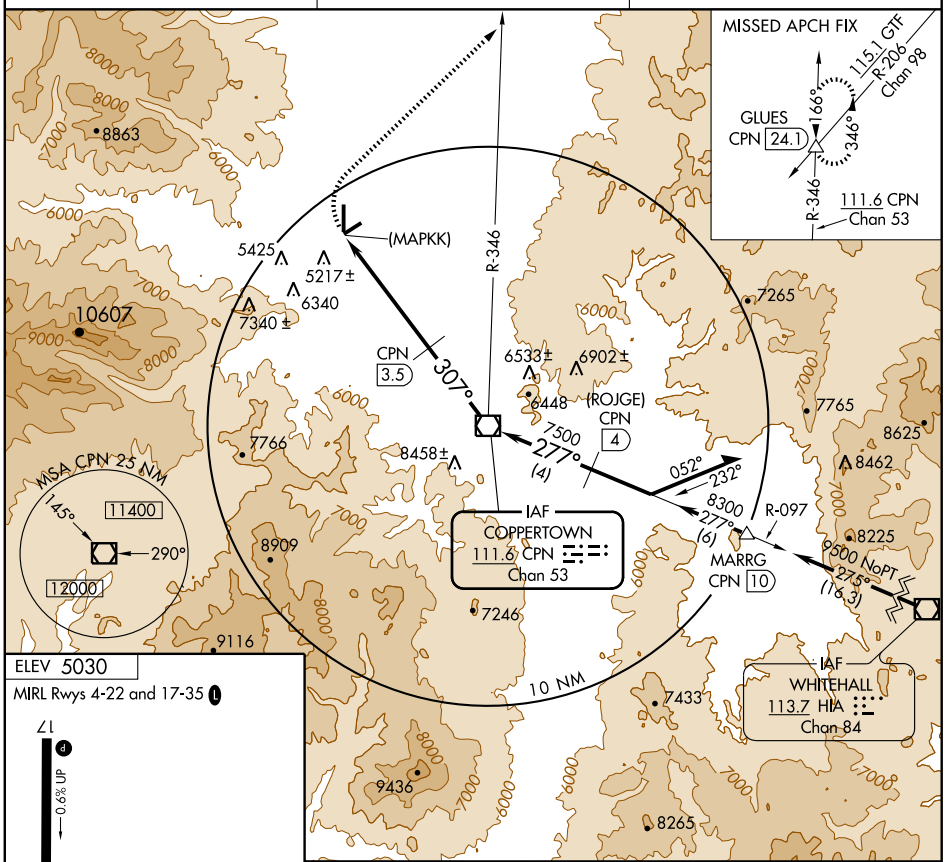
VOR/DME or GPS-A

ANACONDA/ BOWMAN FIELD (3U3)

▼ NA — Use Butte (BTM) altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 9200 via heading 030° to intercept CPN R-346 to GLUES and hold.

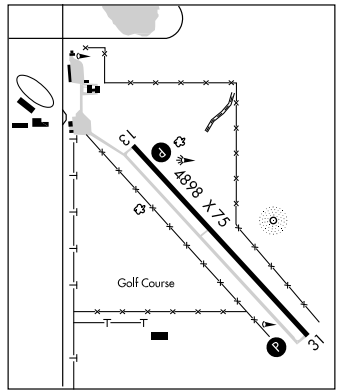
AWOS-A	SALT LAKE CENTER	UNICOM
122.8 L	132.4 338.3	122.8 (CTAF) L



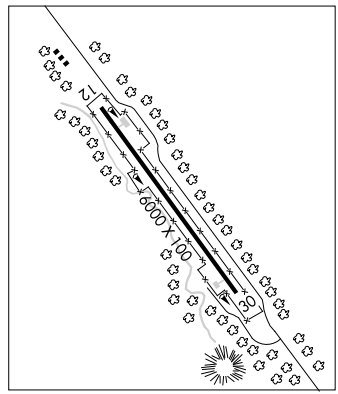
CATEGORY	A	B	C	D
CIRCLING	6140-1¼ 1110 (1200-1¼)	6300-1½ 1270 (1300-1½)	6300-3 1270 (1300-3)	6540-3 1510 (1600-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

BAKER MUNI (BHK) 1 SE UTC−7(−6DT) N46°20.86′ W104°15.57′ **BILLINGS**
2975 B S4 **FUEL** 100LL, JET A NOTAM FILE BHK **L–13E**
RWY 13–31: H4898X75 (ASPH) S–17.5, D–22.5 MIRL 0.3% up SE **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 33′. Antenna.
RWY 31: PAPI(P2L)—GA 3.25° TCH 13′. Fence.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡, Sat 1500–1900Z‡. MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31 oprs dusk–0500Z‡ after 0500Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 135.475 (406) 778–3312.
COMMUNICATIONS: CTAF 122.9.
Ⓡ **SALT LAKE CENTER APP/DEP CON** 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.
DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 230° 68.7 NM to fld. 2520/14E. **HIWAS.**
TIMBER NDB (HW) 344 BKU N46°20.88′ W104°15.38′ at fld. NOTAM FILE BHK.



BENCHMARK (3U7) 0 SE UTC−7(−6DT) N47°28.88′ W112°52.19′ **GREAT FALLS**
5434 NOTAM FILE GTF **H–1D, L–13C**
RWY 12–30: H6000X100 (ASPH) S–45, D–80, 2D–140
RWY 12: Trees. **RWY 30:** Hill.
AIRPORT REMARKS: Unattended. No services avbl. Mountains parallel E and W of arpt. Rwy 30 recommended departure rwy conditions permitting. Rwy 12 rises uphill 120′ with rising terrain beyond. Rwy subject to moderate to severe crosswinds and turbulence. No snow removal winters. Arpt is located within the Lewis and Clark National Forest.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.
GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 256° 59.4 NM to fld. 3672/16E.



BERT MOONEY (See BUTTE)

BIGFORK

FERNDALE AIRFIELD (53U) 3 NE UTC−7(−6DT) N48°04.50′ W114°00.06′ **GREAT FALLS**
3060 S4 TPA—See Remarks NOTAM FILE GTF
RWY 15–33: 3500X95 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Unattended. Snow removal may be delayed call for conditions 406–257–5994. Rwy 15–33 white cones mark full rwy length. Red tfc cones mark each rwy thld. Dep procedure straight out through TPA of 4060(1000).
COMMUNICATIONS: CTAF 122.9

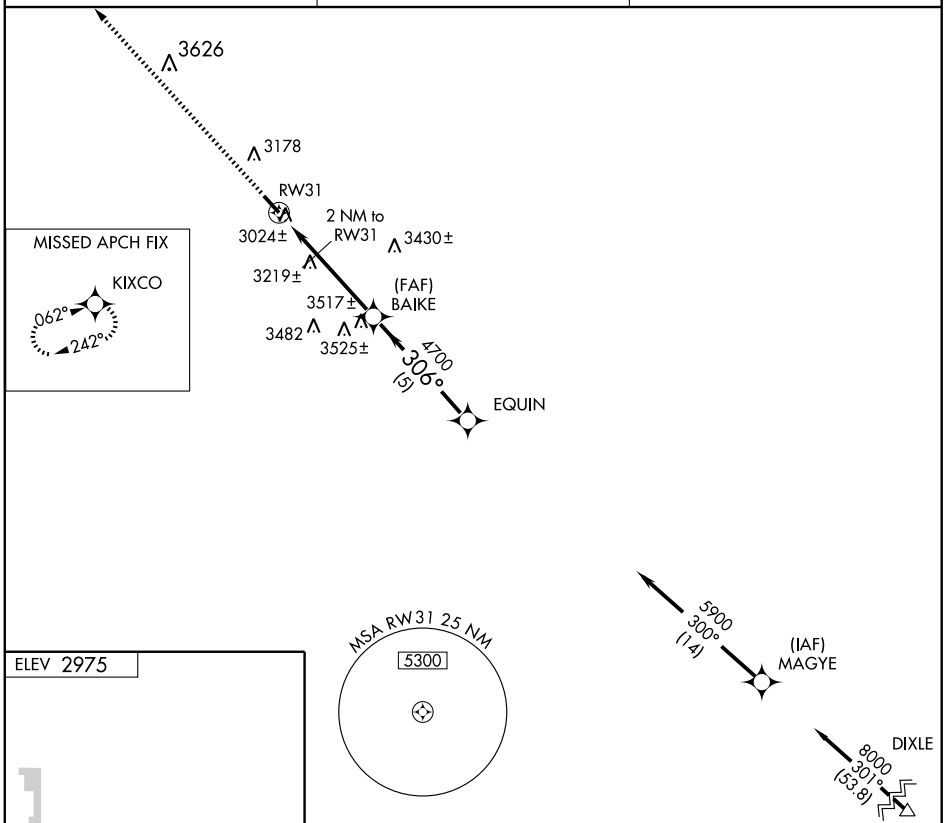
GPS RWY 31
BAKER MUNI (BHK)

APP CRS	Rwy Idg	4898
306°	TDZE	2975
	Apt Elev	2975

NA

MISSED APPROACH: Climb to 6000 direct KIXCO WP and hold.

ASOS	SALT LAKE CENTER	CTAF
135.475	126.85 305.2	122.9 L



CATEGORY	A	B	C	D
S-31	3500-1	525 (600-1)	3500-1½ 525 (600-1½)	3500-1¾ 525 (600-1¾)
CIRCLING	3560-1	585 (600-1)	3560-1½ 585 (600-1½)	3560-2 585 (600-2)

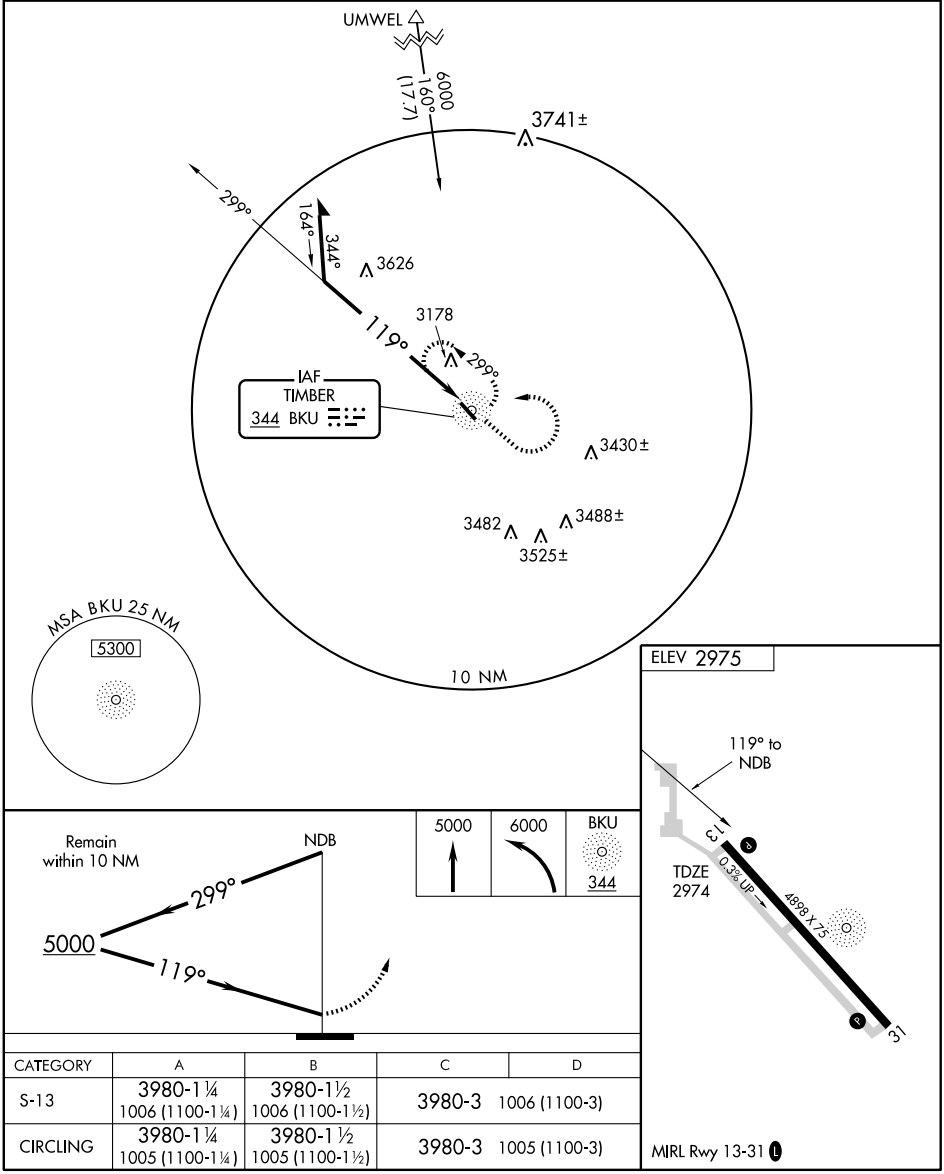
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NDB BKU 344	APP CRS 119°	Rwy Idg 4898 TDZE 2974 Apt Elev 2975

NDB RWY 13
BAKER MUNI (BHK)

MISSED APPROACH: Climb to 5000, then climbing left turn to 6000 direct BKU NDB and hold.

ASOS	SALT LAKE CENTER	CTAF
135.475	126.85 305.2	122.9 L



CATEGORY	A	B	C	D
S-13	3980-1¼ 1006 (1100-1¼)	3980-1½ 1006 (1100-1½)	3980-3 1006 (1100-3)	
CIRCLING	3980-1¼ 1005 (1100-1¼)	3980-1½ 1005 (1100-1½)	3980-3 1005 (1100-3)	

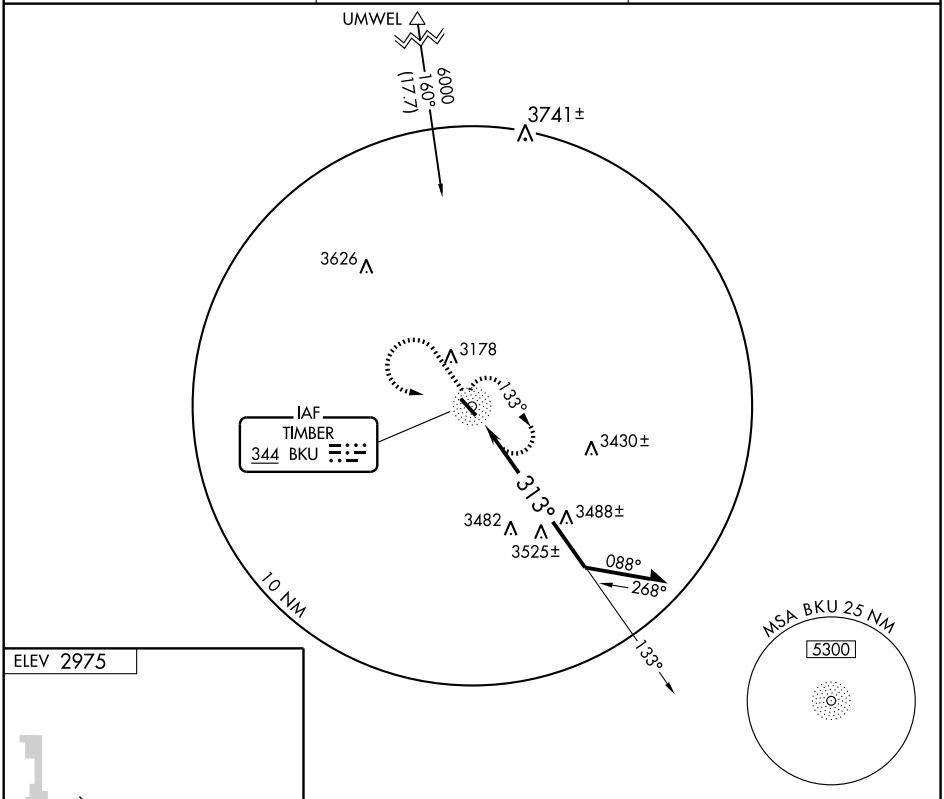
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

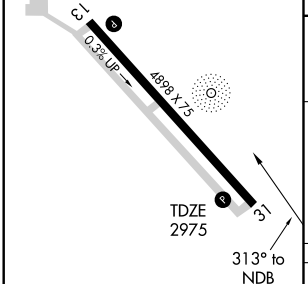
NDB BKU 344	APP CRS 313°	Rwy Idg 4898 TDZE 2975 Apt Elev 2975

NDB RWY 31
BAKER MUNI (BHK)

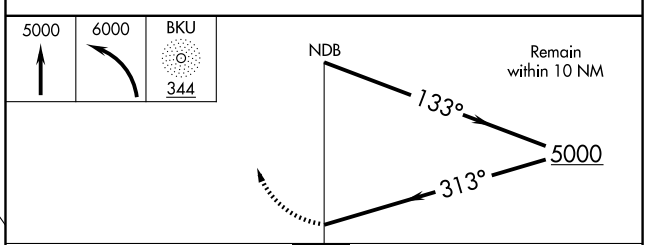
MISSED APPROACH: Climb to 5000, then climbing left turn to 6000 direct BKU NDB and hold.

ASOS	SALT LAKE CENTER	CTAF
135.475	126.85 305.2	122.9 L





MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	3880-1¼ 905 (1000-1¼)		3880-2¾ 905 (1000-2¾)	3880-3 905 (1000-3)
CIRCLING	3880-1¼ 905 (1000-1¼)		3880-2¾ 905 (1000-2¾)	3880-3 905 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

BILLINGS LOGAN INTL (BIL)
BILLINGS, MONTANA

AL-48 (FAA)

NW-1, 26 AUG 2010 to 23 SEP 2010

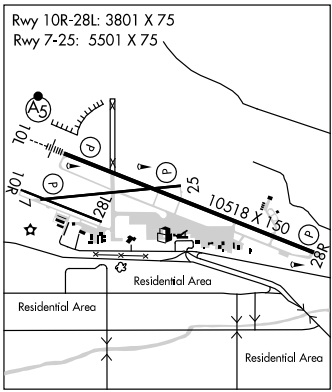
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

10210

BILLINGS, MONTANA
BILLINGS LOGAN INTL (BIL)

BILLINGS LOGAN INTL (BIL) 2 NW UTC−7(−6DT) N45°48.46′ W108°32.57′ **BILLINGS**
3652 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks NOTAM FILE BIL **H–1E, L–13D**
RWY 10L–28R: H10518X150 (ASPH–PFC) S–130, D–170, 2S–175, 2D–285 HIRL **IAP, AD**
RWY 10L: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. 0.8% down.
RWY 28R: REIL. PAPI(P4R)—GA 3.0° TCH 56′. Ground. 1.0% up.
RWY 07–25: H5501X75 (ASPH–GRVD) S–12.5 MIRL
1.9% up SW
RWY 07: PAPI(P4L)—GA 3.0° TCH 27′. Ground.
RWY 25: REIL. PAPI(P4R)—GA 3.0° TCH 35′.
RWY 10R–28L: H3801X75 (ASPH) S–12 MIRL 1.2% up NW
RWY 10R: Ground.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5501 TODA–5501 ASDA–5501 LDA–5501
RWY 10L: TORA–10518 TODA–10518 ASDA–10518 LDA–10518
RWY 10R: TORA–3801 TODA–3801 ASDA–3801 LDA–3801
RWY 25: TORA–5501 TODA–5501 ASDA–5501 LDA–5501
RWY 28L: TORA–3801 TODA–3801 ASDA–3801 LDA–3801
RWY 28R: TORA–10518 TODA–10518 ASDA–10518 LDA–10518
AIRPORT REMARKS: Attended continuously. Rwy 07–25 and Rwy 10R–28L CLOSED to acft over 12,500 lbs. Migratory waterfowl invof arpt. Twy E 35′ wide clsd to acft over 12,500 lbs. Snow removal ops in progress winter months. Class I, ARFF Index C. PPR unscheduled air carrier ops with more than 30 passenger seats ctc arpt ops 406–657–8496. ARFF Index B from 0900–1300Z‡. 180° turns Rwy 10L–28R by acft over 25000 lbs prohibited. For MIRL Rwy 10R–28L and Rwy 07–25, HIRL Rwy 10L–28R, MALSR Rwy 10L and REIL Rwy 25 and Rwy 28R ctc twr.
WEATHER DATA SOURCES: ASOS (406) 248–2773. LLWAS.
COMMUNICATIONS: ATIS 126.3 **UNICOM** 122.95
RCO 122.55 (GREAT FALLS RADIO)
Ⓡ **APP/DEP CON** 120.5 (West) 119.2 (East)
TOWER 127.2 **GND CON** 121.9 **CLNC DEL** 121.9 **PRE TAXI CLNC** 121.9
AIRSPACE: CLASS C svc ctc **APP CON** 20 NM Out.
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
(H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 077° 3.4 NM to fld. 3808/14E.
SAIGE NDB (LOM) 251 BI N45°51.13′ W108°41.67′ 099° 6.9 NM to fld.
ILS 110.3 I–BIL Rwy 10L Class IB. LOM SAIGE NDB.
ILS/DME 111.5 I–BMO Chan 52 Rwy 28R. Class IA. Localizer unusable byd 20° left and right of course.

BOULDER (3U9) 2 S UTC−7(−6DT) N46°12.70′ W112°06.35′ **GREAT FALLS**
4968 NOTAM FILE GTF
RWY 11–29: 3675X72 (TURF)
RWY 11: Hill. **RWY 29:** Road.
AIRPORT REMARKS: Unattended. No snow removal. Rwy 11–29 thlds marked with faded red cones, edges marked with white cones. −2′ drainage ditch +1′ berm W side of rwy full length, 43′ from Rwy 11–29 centerline.
COMMUNICATIONS: CTAF 122.9

BOWMAN FLD (See ANACONDA)

BOZEMAN N45°47.03′ W111°09.33′ NOTAM FILE BZN. **GREAT FALLS**
(H) VORW/DME 112.4 BZN Chan 71 at Gallatin Fld. 4430/18E. **H–1D, L–13C**
VOR portion unusable 360°–105° beyond 20 NM. DME portion unusable 350°–105° beyond 20 NM.
RCO 122.5 (GREAT FALLS RADIO)

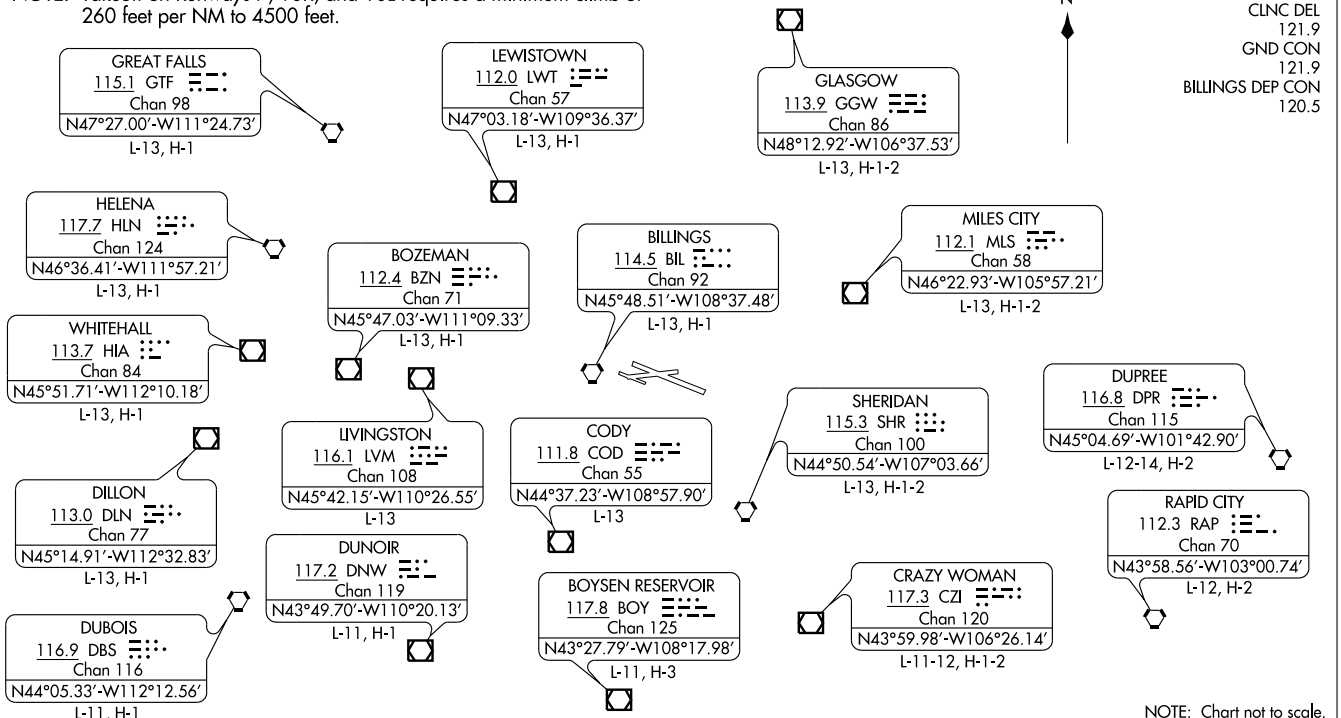
BILLINGS TWO DEPARTURE

(BIL2.BIL) 09351

BILLINGS, MONTANA

BILLINGS LOGAN INTL (BIL)

NOTE: Takeoff on Runways 7, 10R, and 10L requires a minimum climb of 260 feet per NM to 4500 feet.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Fly assigned heading for vectors to assigned fix/route. Maintain 12,000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level within 40 NM of BIL VORTAC.

LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure, fly last assigned heading until reaching 7000 feet. Proceed direct BIL VORTAC, then via last routing cleared and climb to filed altitude.

BILLINGS TWO DEPARTURE
(BIL2.BIL) 09351
SL-48 (FAA)
BILLINGS LOGAN INTL (BIL)
BILLINGS, MONTANA

HI-ILS RWY 10L

LOCALIZER I-BIL	APCH CRS	Rwy ldg	TDZE	Arpt Elev
110.3	098°	10,518	3584	3652

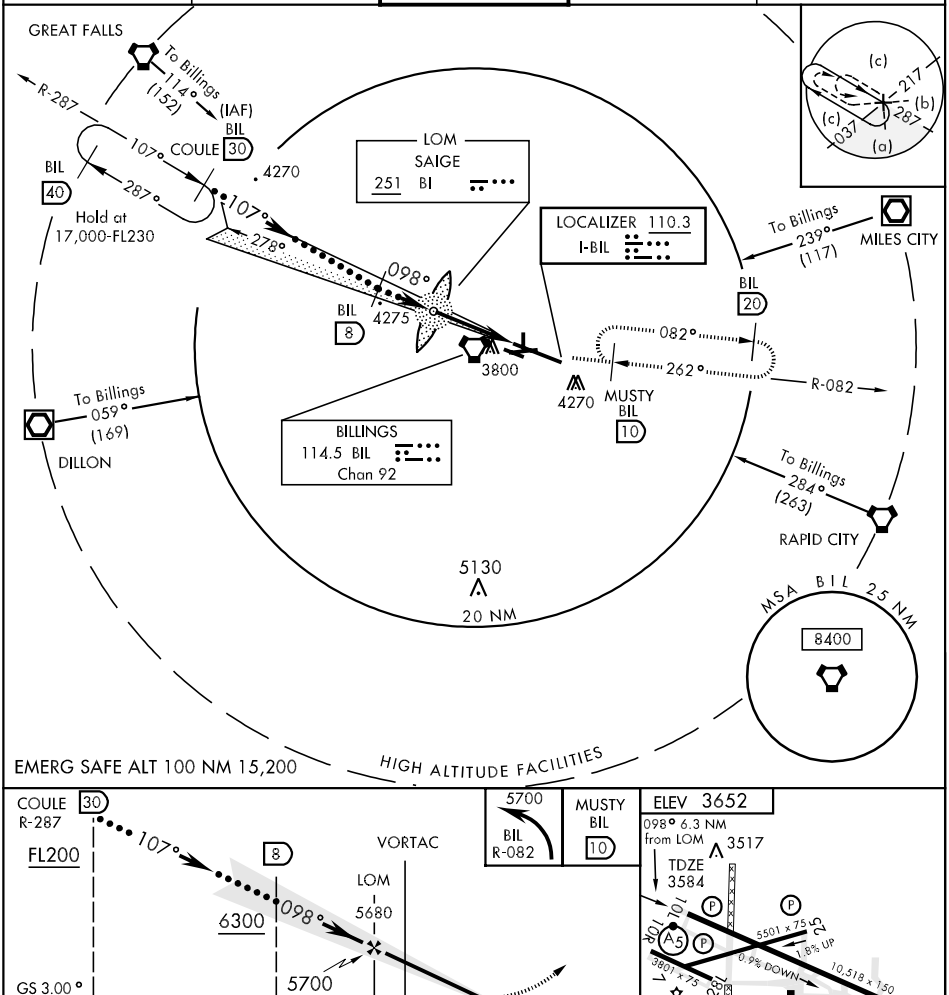
JAL-48 [USAF]

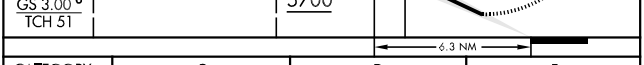
BILLINGS LOGAN INTL (KBIL)

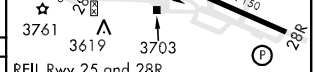
MALSR

MISSED APPROACH: Climb to 5700 via BIL R-082 to MUSTY/10 DME and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







CATEGORY	C	D	E
S-ILS 10L	3784/24 200 (200-½)		
S-LOC 10L	4100/50 516 (500-1)	4100/60 516 (500-1¼)	
CIRCLING	4180-1½ 528 (600-1½)	4220-2 568 (600-2)	4580-3 928 (1000-3)

FAF to MAP 6.3 NM

Knots	120	140	160	180	200
Min:Sec	3:09	2:42	2:22	2:06	1:53

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

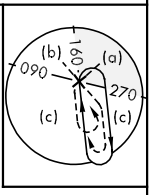
HI-VOR/DME or TACAN RWY 28R

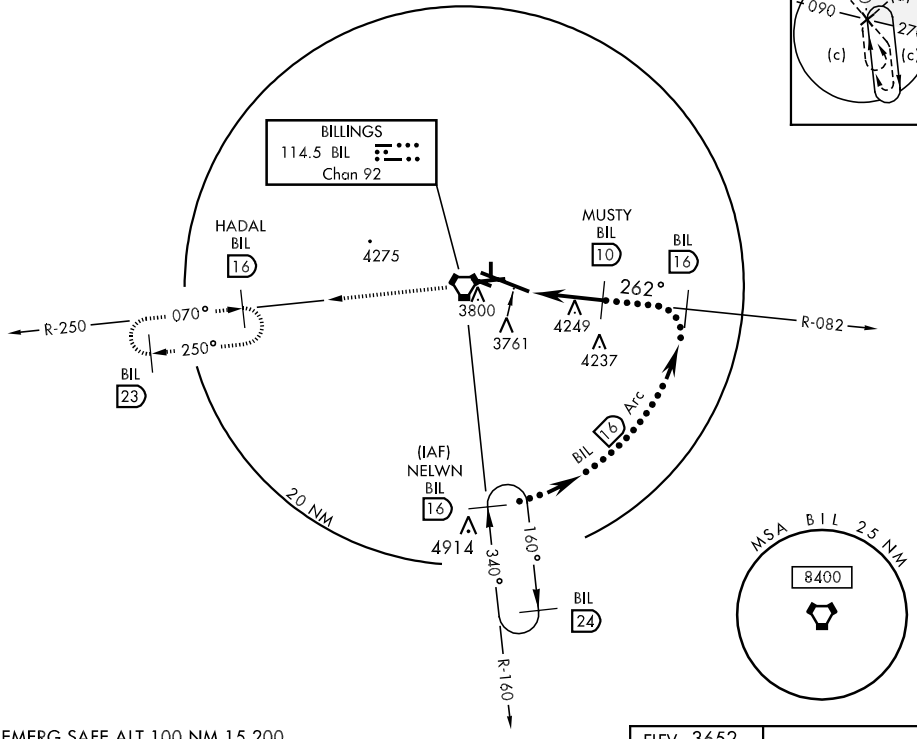
BILLINGS	APCH CRS	Rwy ldg 10,518
114.5	262°	TDZE 3517
Chan 92		Arpt Elev 3652

JAL-48 [USAF] — BILLINGS LOGAN INTL (KBIL)

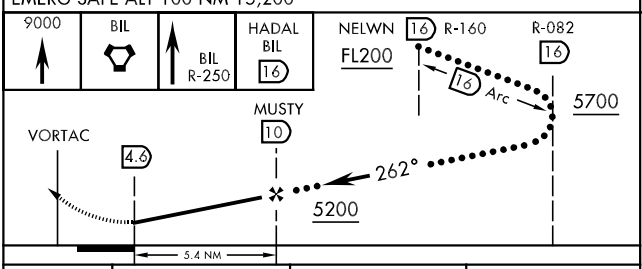
MISSED APPROACH: Climb to 9000 direct BIL VORTAC then via R-250 to HADAL/16 DME and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9

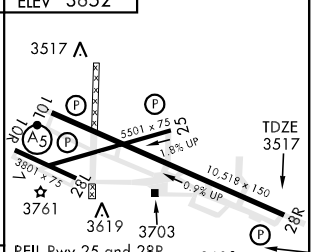




EMERG SAFE ALT 100 NM 15,200



ELEV 3652



CATEGORY	C	D	E
S-28R	3940-1¼ 423 (300-1¼)		3940-1½ 423 (300-1½)
CIRCLING	4180-1½ 528 (600-1½)	4220-2 568 (600-2)	4580-3 928 (1000-3)

FAF to MAP 5.4 NM

Knots	120	140	160	180	200
Min:Sec	2:42	2:19	2:01	1:48	1:37

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BMO	APP CRS	Rwy Idg	10518
111.5	278°	TDZE	3517
Chan 52		Apt Elev	3652

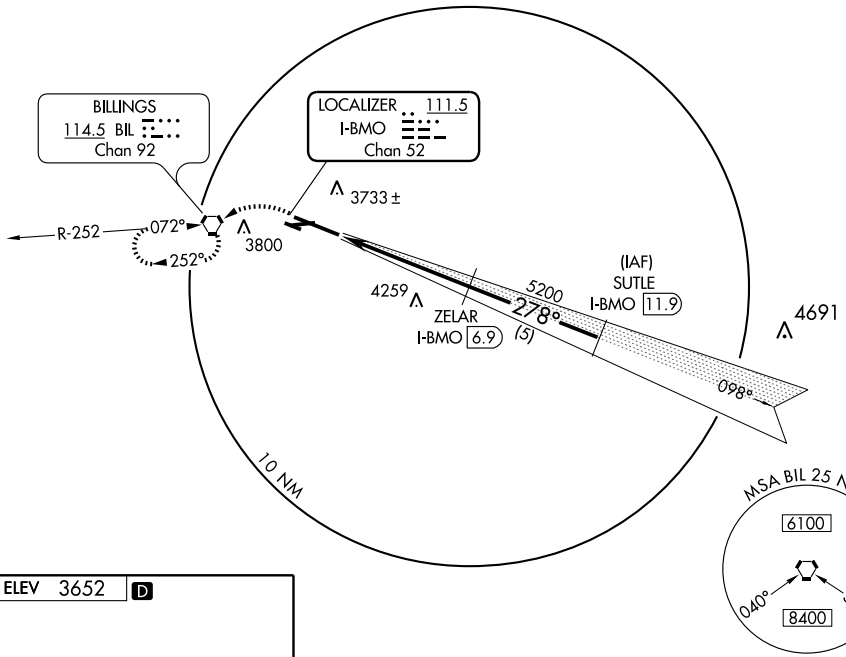
ILS or LOC/DME RWY 28R

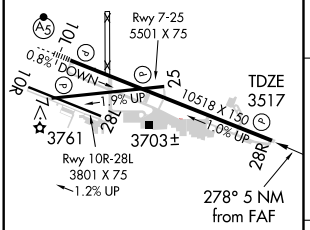
BILLINGS LOGAN INTL (BIL)

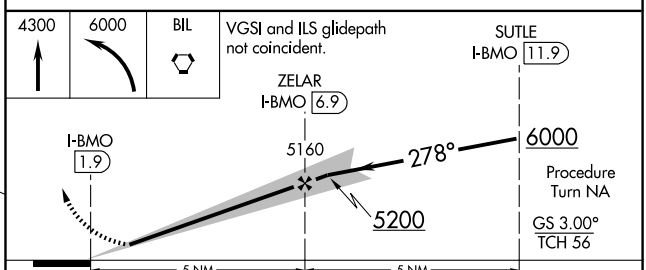
MISSED APPROACH: Climb to 4300 then climbing left turn to 6000 direct BIL VORTAC and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 28R	3767-1 250 (200-1)			
S-LOC 28R	4000-1 483 (400-1)		4000-1¼ 483 (400-1¼)	4000-1½ 483 (400-1½)
CIRCLING	4160-1 508 (600-1)	4180-1 528 (600-1)	4180-1½ 528 (600-1½)	4220-2 568 (600-2)

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-BIL	APP CRS	Rwy Idg	10518
110.3	098°	TDZE	3584
		Apt Elev	3652

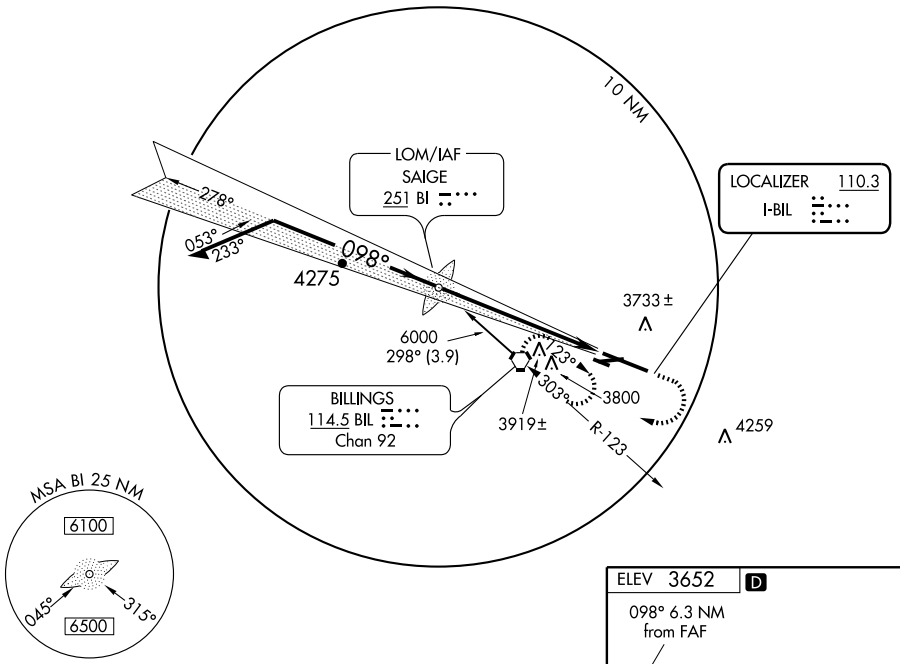
ILS or LOC RWY 10L
BILLINGS LOGAN INTL (BIL)

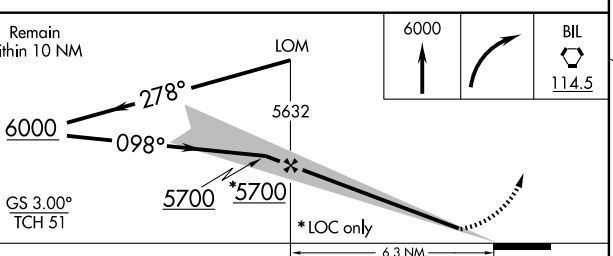
RVR 1800 authorized with the use of FD or AP or HUD to DA.

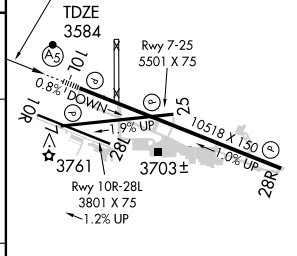
MALSR

MISSED APPROACH: Climb to 6000, then right turn direct BIL VORTAC and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







CATEGORY	A	B	C	D
S-ILS 10L	# 3784/24 200 (200-½)			
S-LOC 10L	4120/24 536 (500-½)		4120/50 536 (500-1)	4120/60 536 (500-1¼)
CIRCLING	4160-1 508 (600-1)	4180-1 528 (600-1)	4180-1½ 528 (600-1½)	4220-2 568 (600-2)

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOM BI	APP CRS	Rwy Idg	10518
251	098°	TDZE	3584
		Apt Elev	3652

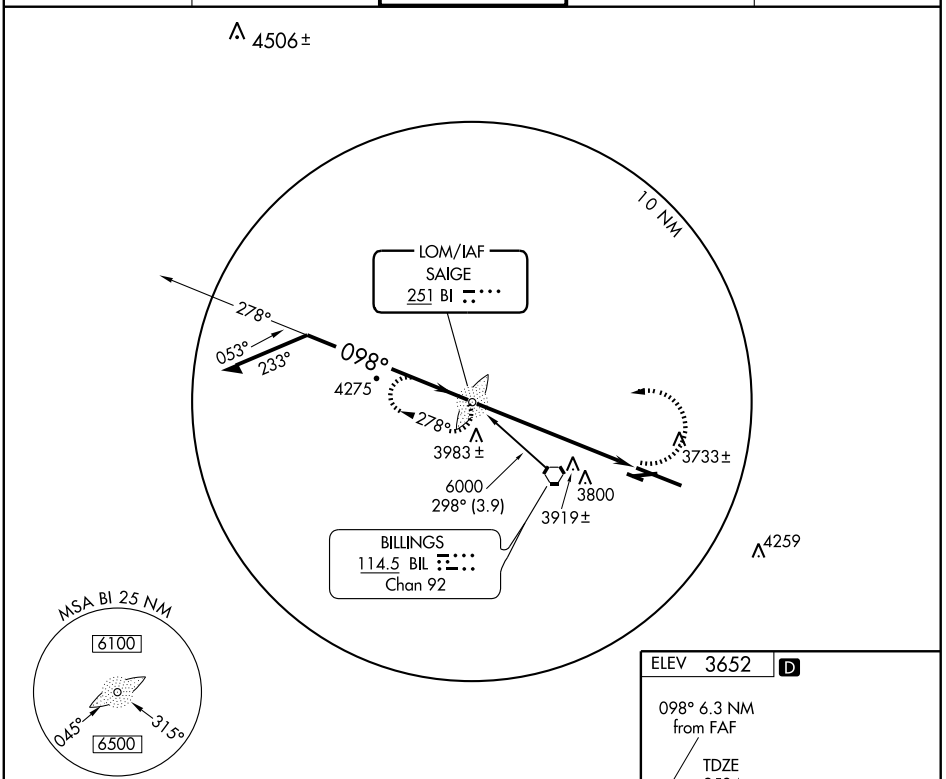
NDB RWY 10L

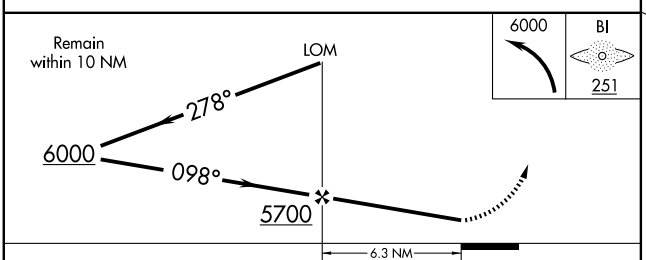
BILLINGS LOGAN INTL (BIL)

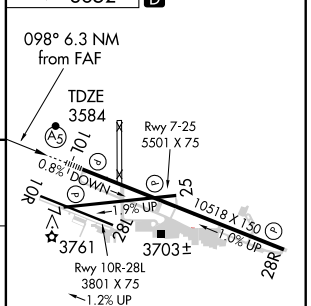
MALSR

MISSED APPROACH: Climbing left turn to 6000 direct Saige LOM and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

CATEGORY	A	B	C	D
S-10L	4300/40	716 (700-¾)	4300-1½ 716 (700-1½)	4300-2 716 (700-2)
CIRCLING	4300-1	648 (700-1)	4300-2 648 (700-2)	4300-2¼ 648 (700-2¼)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5501
070°	TDZE	3636
	Apt Elev	3652

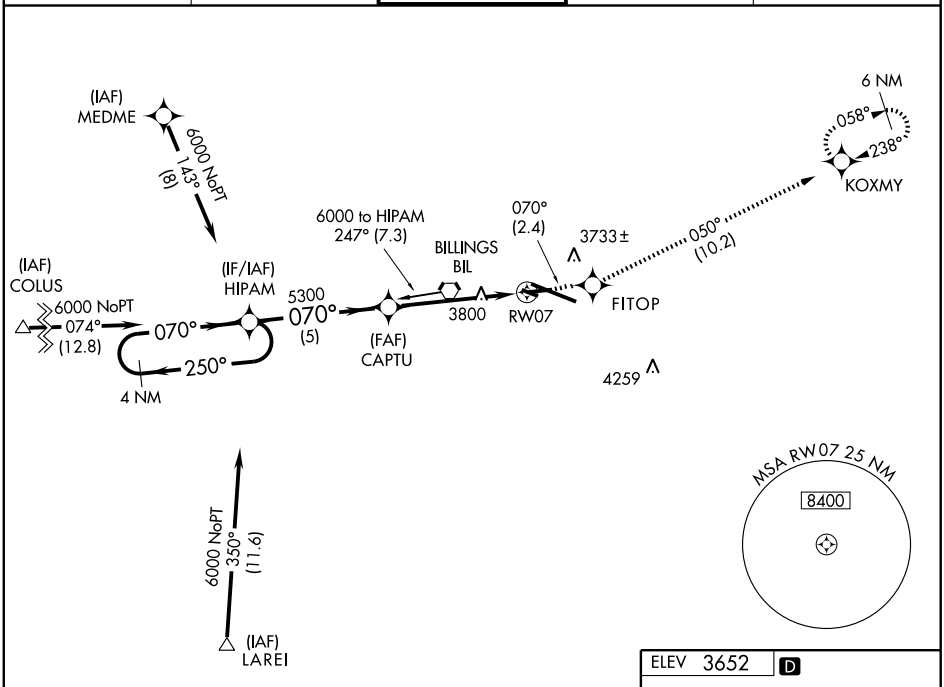
RNAV (GPS) RWY 7

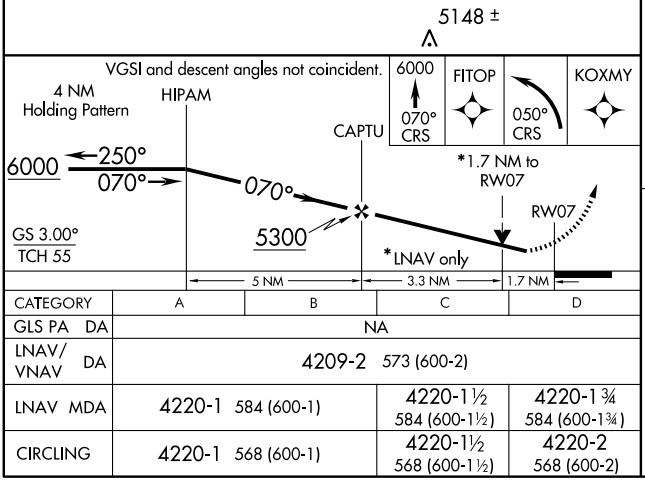
BILLINGS LOGAN INTL (BIL)

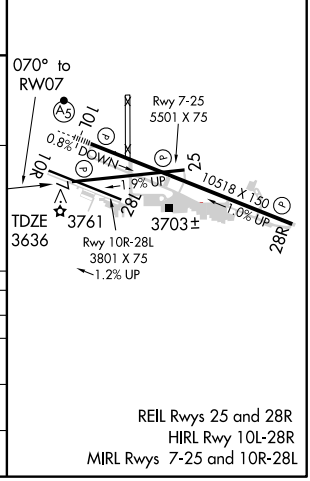
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 6000 via 070° course to FITOP, then left turn via 050° course to KOXMY and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4209-2 573 (600-2)			
LNAV MDA	4220-1 584 (600-1)		4220-1½ 584 (600-1½)	4220-1¾ 584 (600-1¾)
CIRCLING	4220-1 568 (600-1)		4220-1½ 568 (600-1½)	4220-2 568 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	10518
CH 50122	098°	TDZE	3584
W10A		Apt Elev	3652

RNAV (GPS) RWY 10L

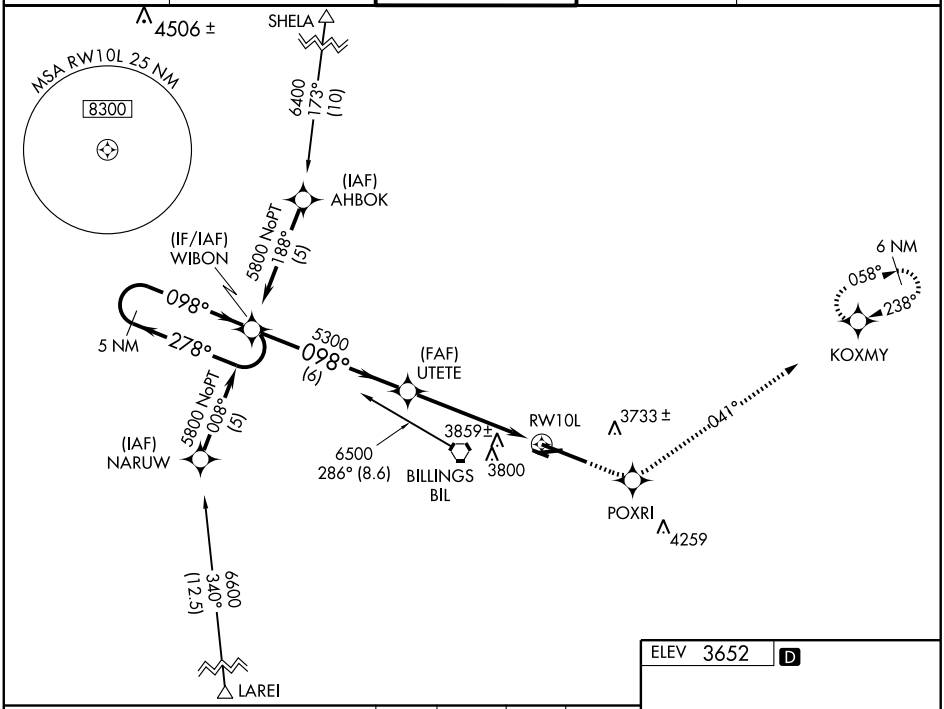
BILLINGS LOGAN INTL (BIL)

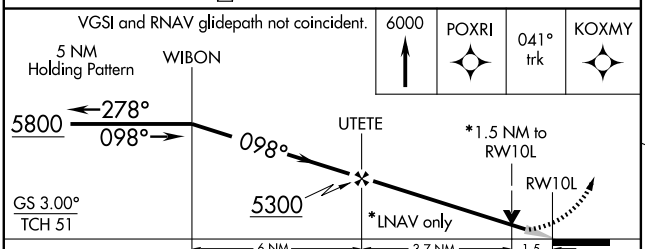
Baro-VNAV NA below -22°C (-7°F).
DME/DME RNP- 0.3 NA.
Inoperative table does not apply to LNAV/VNAV.
For inoperative MALSR increase LPV visibility to RVR 6000 all Cats.

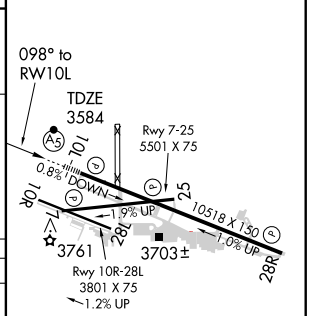
MALSR

MISSED APPROACH: Climb to 6000 direct POXRI and via 041° track to KOXMY and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







CATEGORY	A	B	C	D
LPV DA	3950/40 366 (300-¾)			
LNAV/VNAV DA	4200-2¼ 616 (600-2¼)			
LNAV MDA	4120/24 536 (500-½)		4120/50 536 (500-1)	4120/60 536 (500-1¼)
CIRCLING	4200-2¼ 548 (600-2¼)			4220-2¼ 568 (600-2¼)

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 25

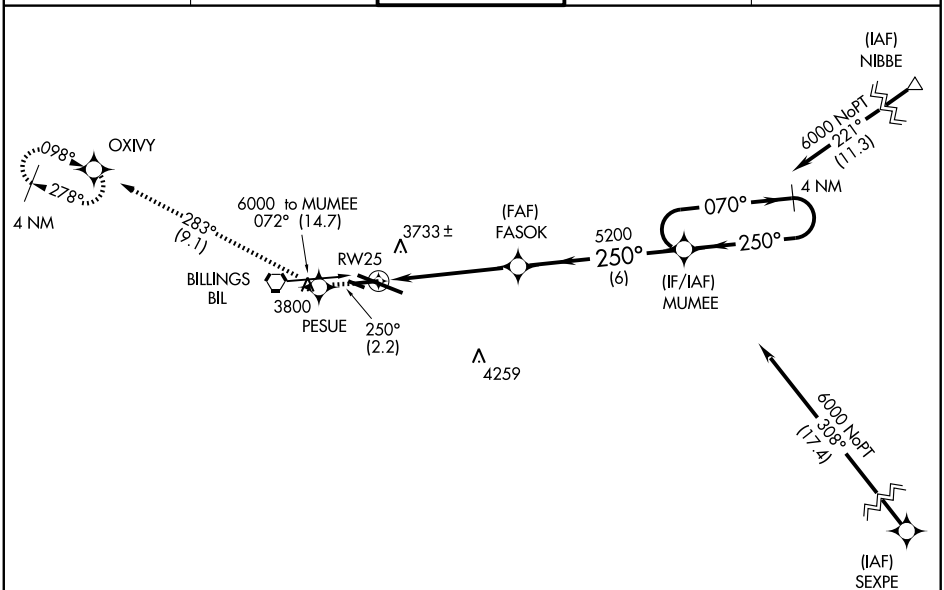
BILLINGS LOGAN INTL (BIL)

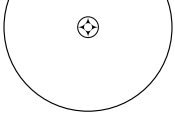
APP CRS	Rwy Idg	TDZE	Apt Elev
250°	5501	3586	3652

DME/DME RNP- 0.3 NA.

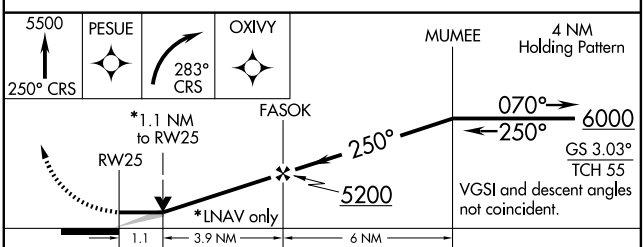
MISSED APPROACH: Climb to 5500 via 250° course to PESUE WP then right turn via 283° course to OXIVY and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9

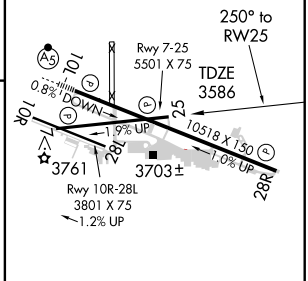




5148 ±



CATEGORY	A	B	C	D
LNAV MDA	4020-1 434 (400-1)		4020-1¼ 434 (400-1¼)	4020-1½ 434 (400-1½)
CIRCLING	4160-1¼ 508 (600-1¼)	4180-1¼ 528 (600-1¼)	4180-1½ 528 (600-1½)	4220-2 568 (600-2)



REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	10518
CH 56222	278°	TDZE	3517
W28A		Apt Elev	3652

AL-48 (FAA)

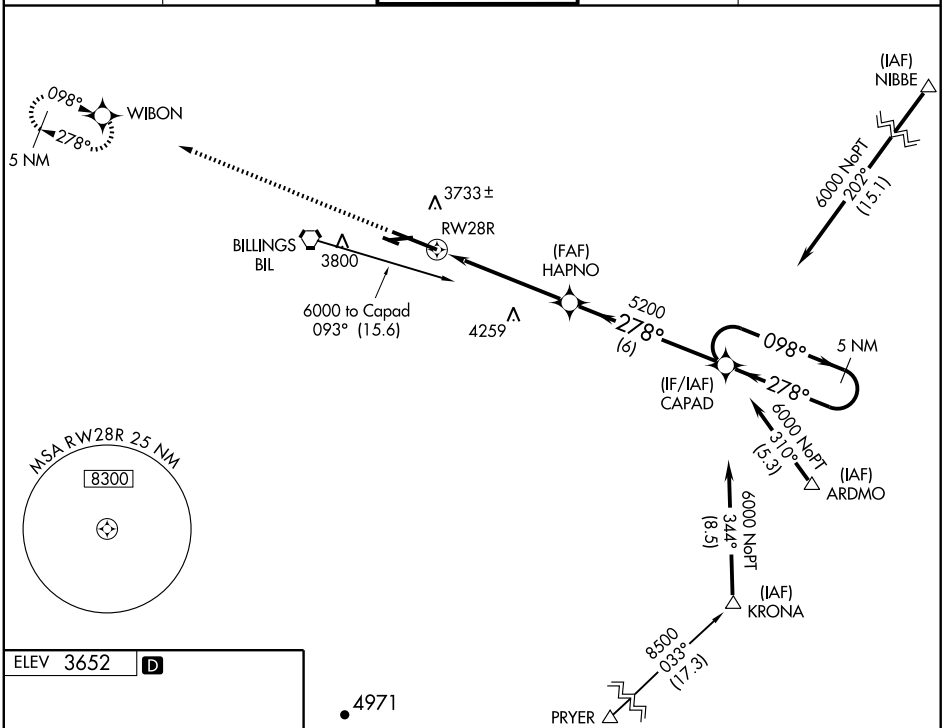
RNAV (GPS) RWY 28R

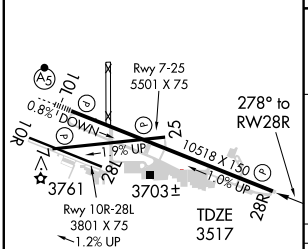
BILLINGS LOGAN INTL (BIL)

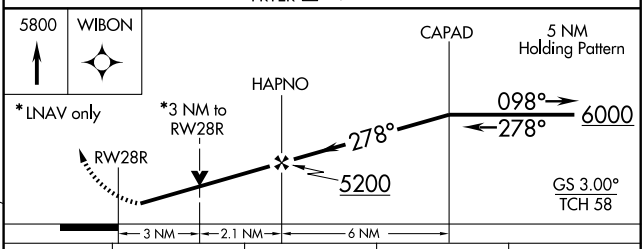
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP- 0.3 NA

MISSED APPROACH: Climb to 5800 direct WIBON and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







CATEGORY	A	B	C	D
LPV DA	3770-1 253 (200-1)			
LNAV/VNAV DA	3840-1¼ 323 (200-1¼)			
LNAV MDA	4500-1¼ 983 (900-1¼)	4500-1½ 983 (900-1½)	4500-3 983 (900-3)	
CIRCLING	4500-1¼ 848 (900-1¼)	4500-1½ 848 (900-1½)	4500-3 848 (900-3)	

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC BIL 114.5 Chan 92	APP CRS 262°	Rwy Idg 10518 TDZE 3517 Apt Elev 3652

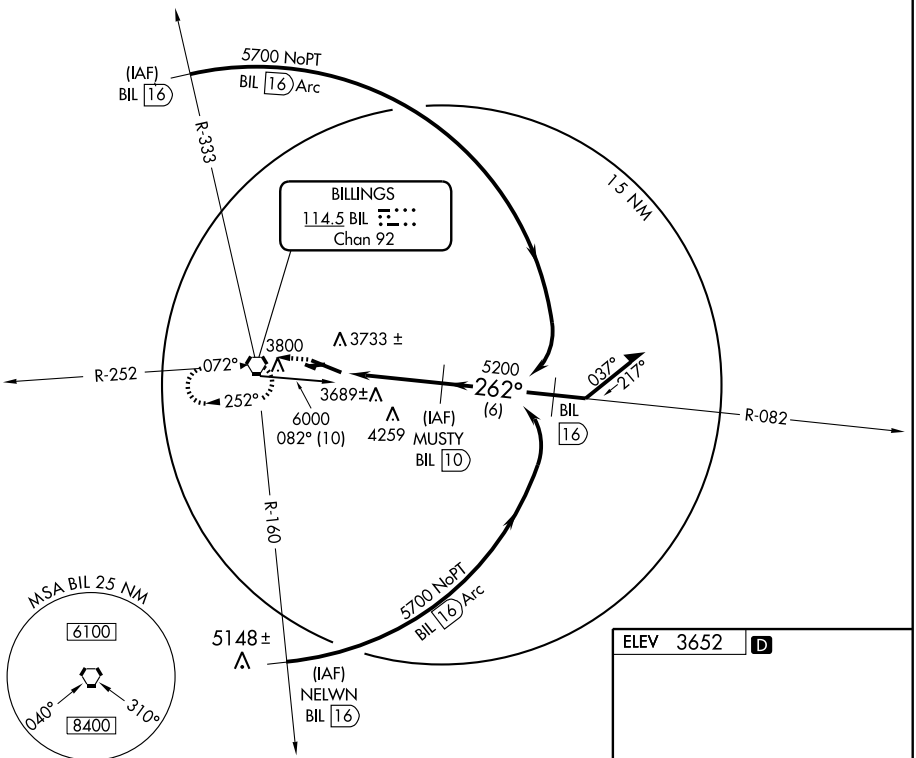
AL-48 (FAA)

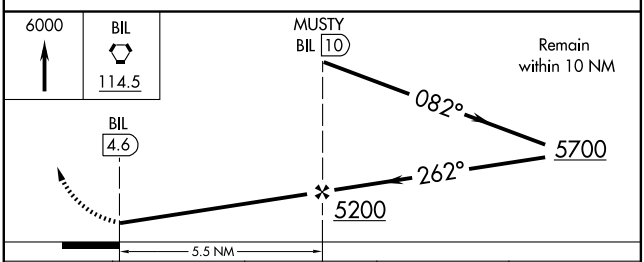
VOR/DME RWY 28R

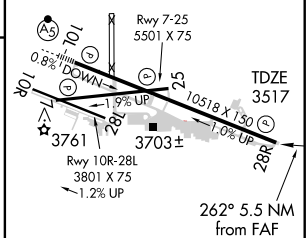
BILLINGS LOGAN INTL (BIL)

MISSED APPROACH: Climb to 6000 direct BIL VORTAC and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







CATEGORY	A	B	C	D
S-28R	4040-1 523 (400-1)		4040-1½ 523 (400-1½)	4040-1¾ 523 (400-1¾)
CIRCLING	4160-1 508 (600-1)	4180-1 528 (600-1)	4180-1½ 528 (600-1½)	4220-2 568 (600-2)

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010

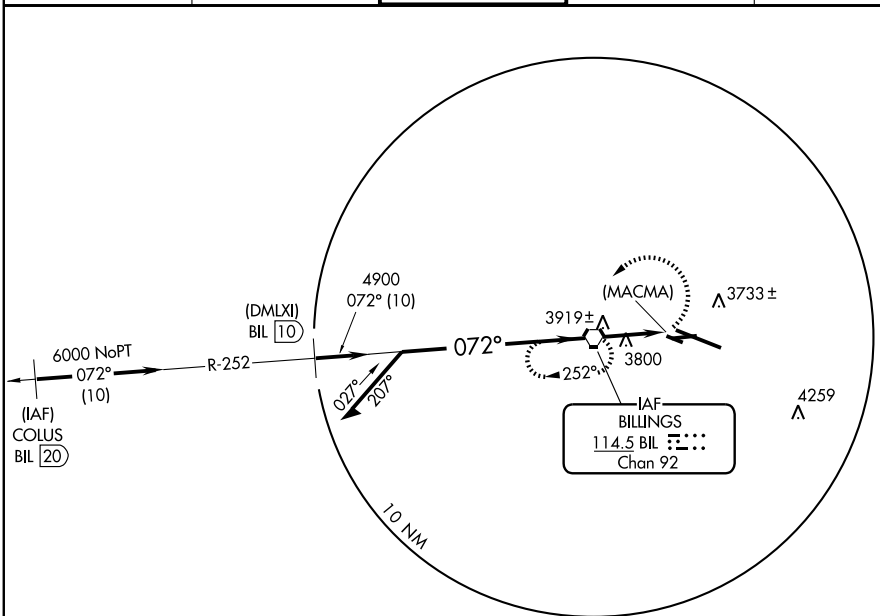
VORTAC BIL 114.5 Chan 92	APP CRS 072°	Rwy Idg N/A TDZE N/A Apt Elev 3652

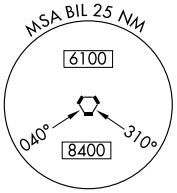
VOR or GPS-A

BILLINGS LOGAN INTL (BIL)

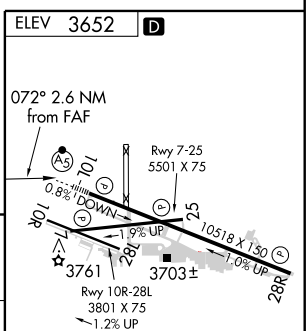
MISSED APPROACH: Climbing left turn to 6000 direct BIL VORTAC and hold.

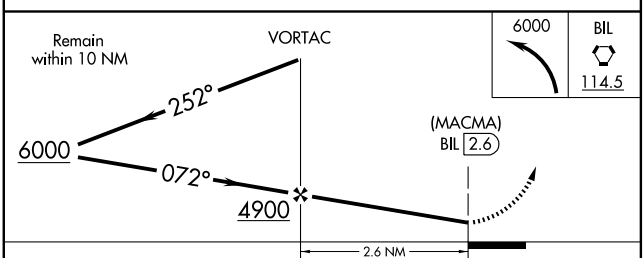
ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9





5148±





REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

CATEGORY	A	B	C	D
CIRCLING	4180-1 528 (600-1)		4180-1½ 528 (600-1½)	4220-2 568 (600-2)

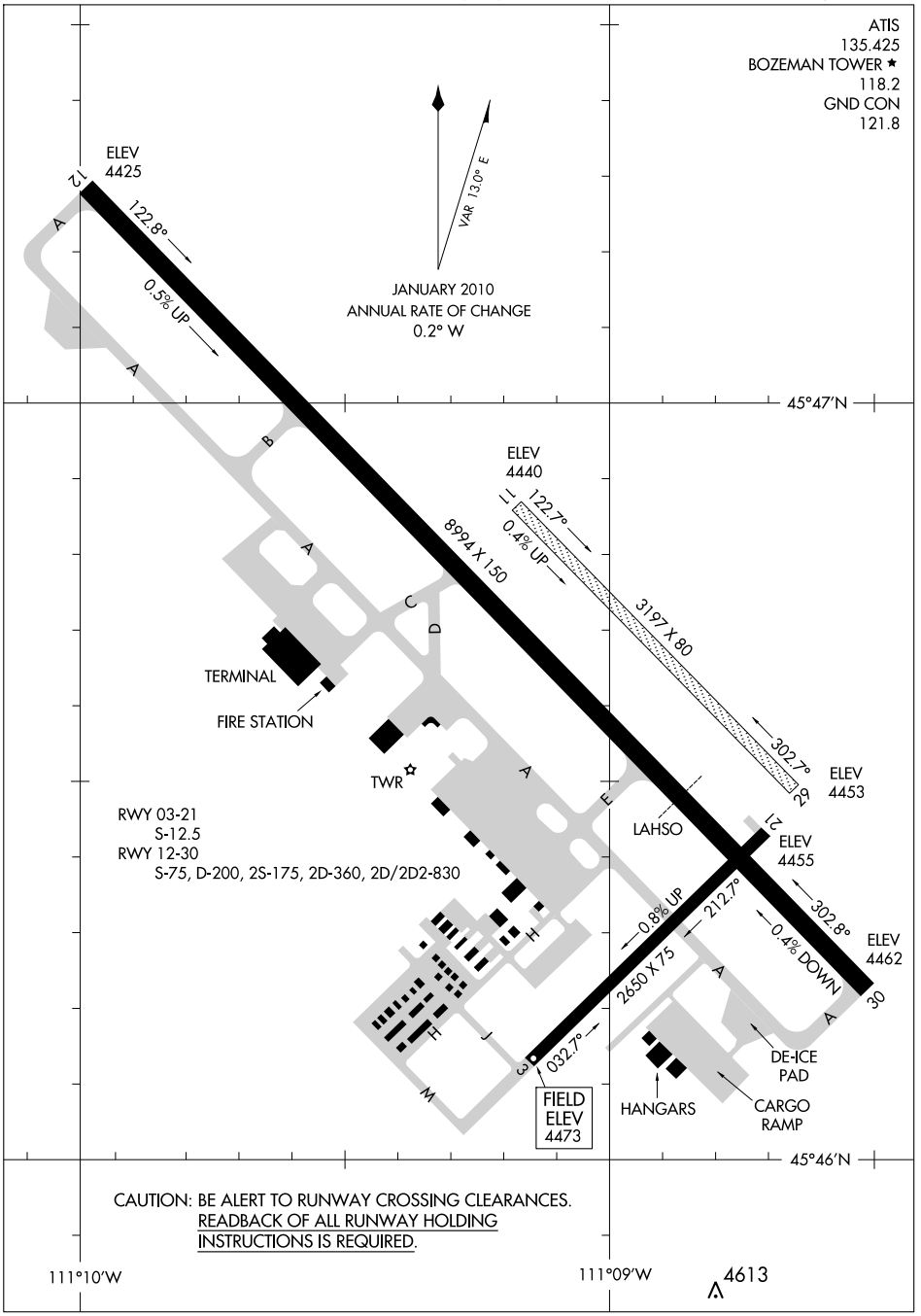
FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-59 (FAA)

BOZEMAN/GALLATIN FIELD (BZN)
BOZEMAN, MONTANA



NW-1, 26 AUG 2010 to 23 SEP 2010

BOZEMAN

GALLATIN FLD (BZN) 7 NW UTC−7(−6DT) N45°46.65′ W111°09.12′

GREAT FALLS
H–1D, L–13C
IAP, AD

4473 B S4 **FUEL** 100, 100LL, JET A OX 1, 2, 3, 4 TPA—See remarks
Class I, ARFF Index B NOTAM FILE BZN

RWY 12–30: H8994X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–360, 2D/2D2–830 HIRL

RWY 12: MALSR. VASI(V4L)—GA 3.0° TCH 55′. 0.5% up.

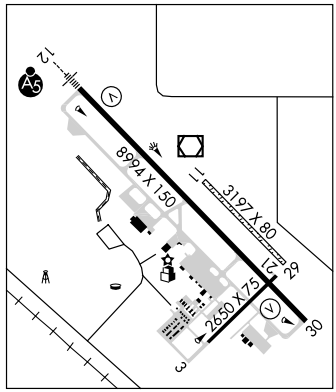
RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 51′. 0.4% down.

RWY 03–21: H2650X75 (ASPH) S–12.5 0.8% up SW

RWY 11–29: 3197X80 (TURF) 0.4% up SE

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 12	12–30	6841



AIRPORT REMARKS: Attended 1300–0700Z‡. Parachute Jumping. For after hour svcs call fixed base operators 406–388–1351/4152. Migratory birds invof arpt. Rwy 11–29 open when dry, clsd when wet or snow covered. Glider ops on and invof arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 406–388–6632. Rwy 21 between Rwy 12–30 and Twy A avbl for air carrier use day/VFR only. Snow removal equipment monitors CTAF. Tkf Rwy 03 prohibited until after confirming no tfc using Rwy 12. TPA—Single Engine 5303(829), Multi Engine/Turbojet 5802(1329). When twr clsd ACTIVATE HIRL Rwy 12–30, and MALSR Rwy 12—CTAF. At all times ACTIVATE REIL Rwy 30—CTAF. Landing fee for acft over 12,500 pounds.

WEATHER DATA SOURCES: ASOS (406) 388–4882.

COMMUNICATIONS: CTAF 118.2 **ATIS** 135.425 **UNICOM** 122.95
BOZEMAN RCO 122.5 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 132.4
BOZEMAN TOWER 118.2 (1300–0700Z‡) **GND CON** 121.8

AIRSPACE: CLASS D svc 1300–0700Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BZN.
BOZEMAN (H) VORW/DME 112.4 BZN Chan 71 N45°47.03′ W111°09.33′ at fld. 4430/18E
MANNI NDB (LOM) 266 BZ N45°52.31′ W111°17.14′ 122° 8.0 NM to fld. LOM unusable 340°–110° byd 15 NM all altitudes.
ILS 109.3 I–BZN Rwy 12 Class IE. LOM MANNI NDB. LOM unusable 340°–110° byd 15 NM all altitudes.

BRIDGER MUNI (6S1) 0 W UTC−7(−6DT) N45°17.50′ W108°55.54′

BILLINGS
L–13D

3720 B NOTAM FILE GTF

RWY 16–34: H3400X42 (ASPH) S–4 LIRL (NSTD)

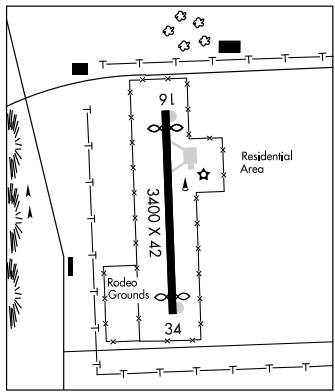
RWY 16: Thld dsplcd 120′. Tree.

RWY 34: Thld dsplcd 475′. Hill. Rgt tfc.

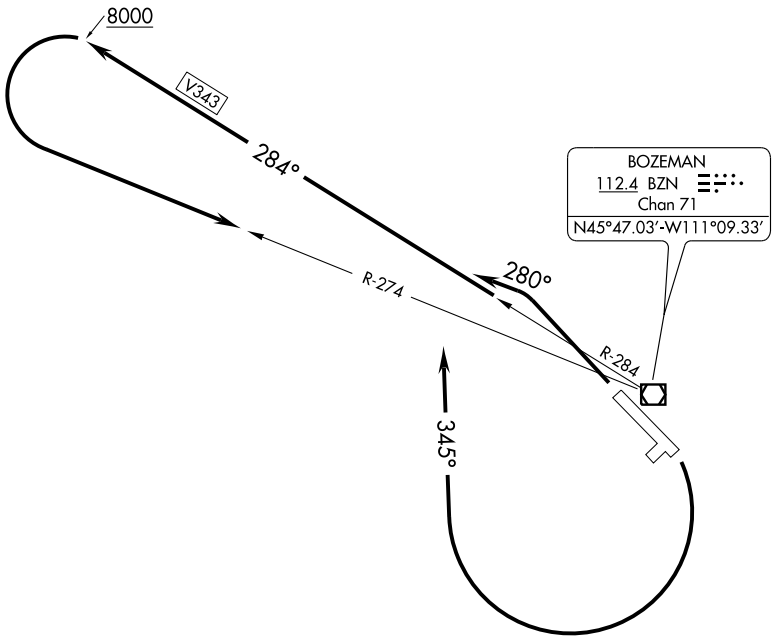
AIRPORT REMARKS: Unattended. Deer on and invof rwys and twys. Rwy 16 thld relocated 120′ for ngt ops only not marked. Rwy 34 dsplcd thld marked by numbers 3280′ avbl for ngt ops. Rwy 16–34 LIRL NSTD. West side 57′ from pavement edge, East side 47′ from pavement edge. Each thld has 4 lgts total. ACTIVATE LIRL Rwy 16–34—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 188° 33.5 NM to fld. 3808/14E.



ATIS 135.425
GND CON
121.8
BOZEMAN TOWER ★
118.2 (CTAF)
SALT LAKE CITY CENTER
132.4 338.3



TAKE-OFF MINIMUMS
Rwy 3, 21: NA - ATC.
Rwy 12, 30: Standard

TAKE-OFF OBSTACLE NOTES
Rwy 30: Pole 641' from DER, 622' left of centerline, 62' AGL/4452' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 12: Climbing right turn heading 345° to intercept BZN R-284 outbound to 8000. Aircraft departing westbound via V343 climb on course, all others continue climbing left turn to intercept BZN R-274 to BZN VOR/DME, cross BZN VOR/DME at or above MEA for route of flight.

TAKE-OFF RUNWAY 30: Climbing left turn heading 280° to intercept BZN R-284 outbound to 8000. Aircraft departing westbound via V343 climb on course, all others continue climbing left turn to intercept BZN R-274 to BZN VOR/DME, cross BZN VOR/DME at or above MCA or MEA for route of flight.

NW-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 12

BOZEMAN/GALLATIN FIELD (BZN)

LOC I-BZN	APP CRS	Rwy Idg	8994
109.3	123°	TDZE	4443
		Apt Elev	4473

ADF required

MALSR

MISSED APPROACH: Climb to 5200, then climbing right turn to 8000 direct MANNI LOM and hold, continue climb-in-hold to 8000.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95

ALT MISSED APCH FIX

THESE BZN 19 113.7 HIA R-060 Chan 84 104° 284° 112.4 BZN R-284 Chan 71

(IF) FALIA INT BZN 15.8 HIA 32

7400 to HEKIS 123° (6.3) 6800 NoPT to LOM 123° (8.2)

MENAR BZN 13.4

8000 060° (5.1) 078° 258° 303° R-297 BZN 9300 170° (7.1)

9700 060° (26.9) R-060 (IAF) THESE HIA 26.9 R-284 123° 303°

HEKIS BZN 9.5

LOM/IAF MANNI 266 BZ BZN 7.6

WHITEHALL 113.7 HIA Chan 84

MSA BZ 25 NM 180° 10900 11400 090° 270° 9000 10500 360°

BOZEMAN 112.4 BZN Chan 71

7900 to LOM 296° (7.6)

10 NM

LOCALIZER 109.3 I-BZN

7615 7133 8471 6180 8880 9650 9159 4793 5884 5082 5933±

ELEV 4473

123° 7.1 NM from FAF

TDZE 4443

0.5% UP 0.4% UP 0.4% DOWN 0.7% UP 8994 X 150 5191 X 80 2650 X 75

TWR 4609 4613

REIL Rwy 30 L

HIRL Rwy 12-30 L

Remain within 10 NM

LOM BZN 7.6 303° HEKIS BZN 9.5 123° 7900 7400 6781 6800 BZN 0.5

GS 3.00° TCH 53

5200 8000 MANNI

1.9 NM 7.1 NM

CATEGORY	A	B	C	D
S-ILS 12	4643-½ 200 (200-½)			
S-LOC 12	4840-½ 397 (400-½)			4840-¾ 397 (400-¾)
CIRCLING	4940-1 467 (500-1)		4940-1½ 467 (500-1½)	5040-2 567 (600-2)

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	N/A
303°	TDZE	N/A
	Apt Elev	4473

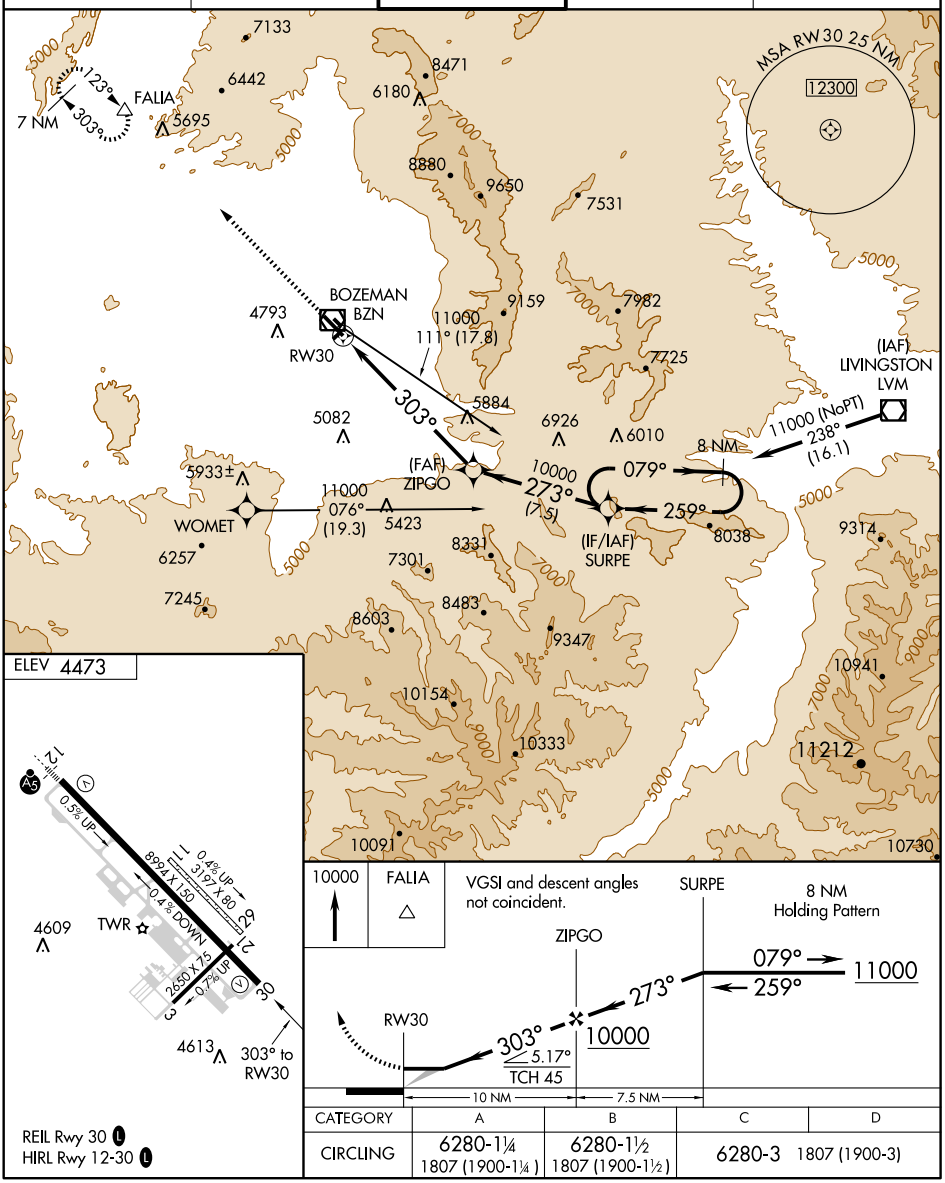
RNAV (GPS)-A

BOZEMAN/GALLATIN FIELD (BZN)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 10000 direct FALIA and hold, continue climb-in-hold to 10000.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95



CATEGORY	A	B	C	D
CIRCLING	6280-1¼ 1807 (1900-1¼)	6280-1½ 1807 (1900-1½)	6280-3	1807 (1900-3)

REIL Rwy 30 L
HIRL Rwy 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8994
CH 72816	123°	TDZE	4443
W12A		Apt Elev	4473

RNAV (GPS) Y RWY 12

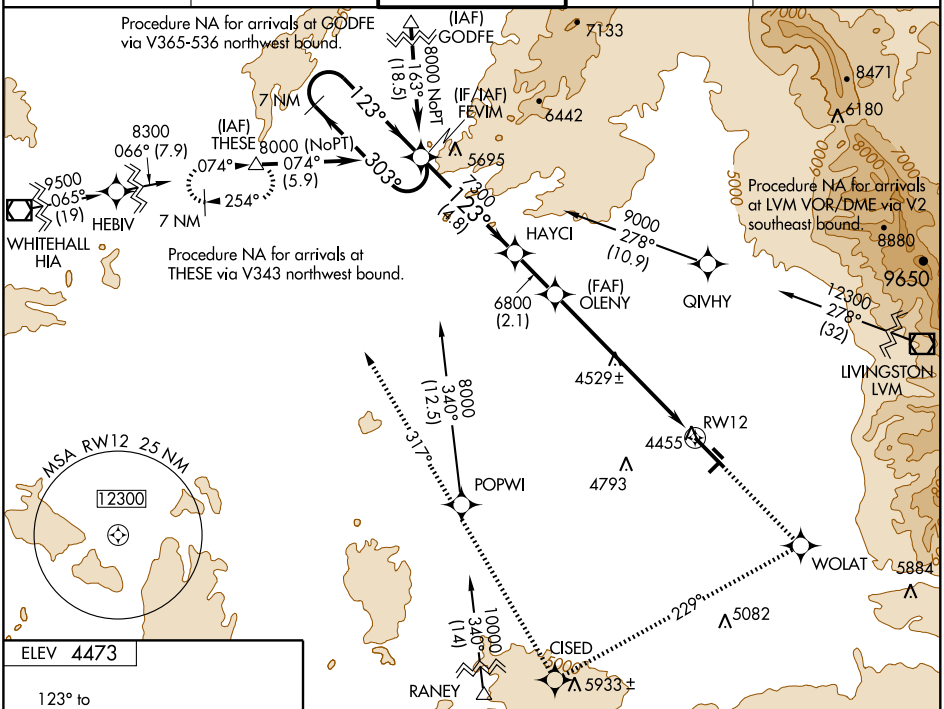
BOZEMAN/ GALLATIN FIELD (BZN)

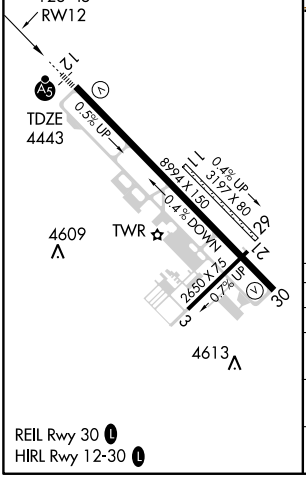
For inoperative MALSR, increase LPV DA all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP- 0.3 NA.

MALSR

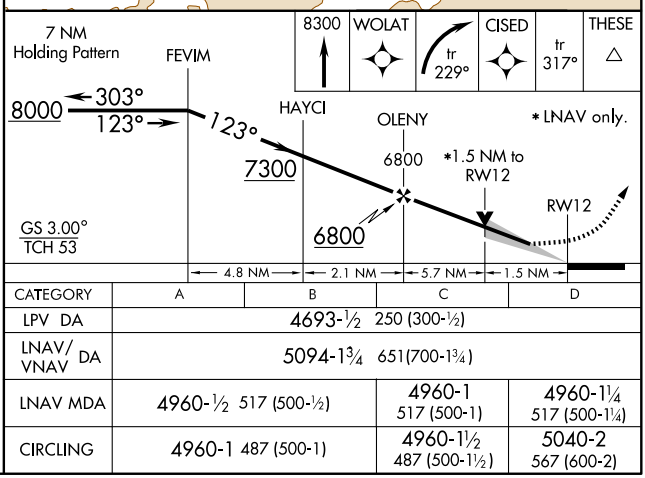
MISSED APPROACH: Climb to 8300 direct WOLAT and right turn via track 229° to CISED and via track 317° to THESE and hold.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95





REIL Rwy 30 L
HIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	4693-½ 250 (300-½)			
LNAV/ VNAV DA	5094-1¾ 651(700-1¾)			
LNAV MDA	4960-½ 517 (500-½)		4960-1 517 (500-1)	4960-1¼ 517 (500-1¼)
CIRCLING	4960-1 487 (500-1)		4960-1½ 487 (500-1½)	5040-2 567 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (RNP) RWY 30

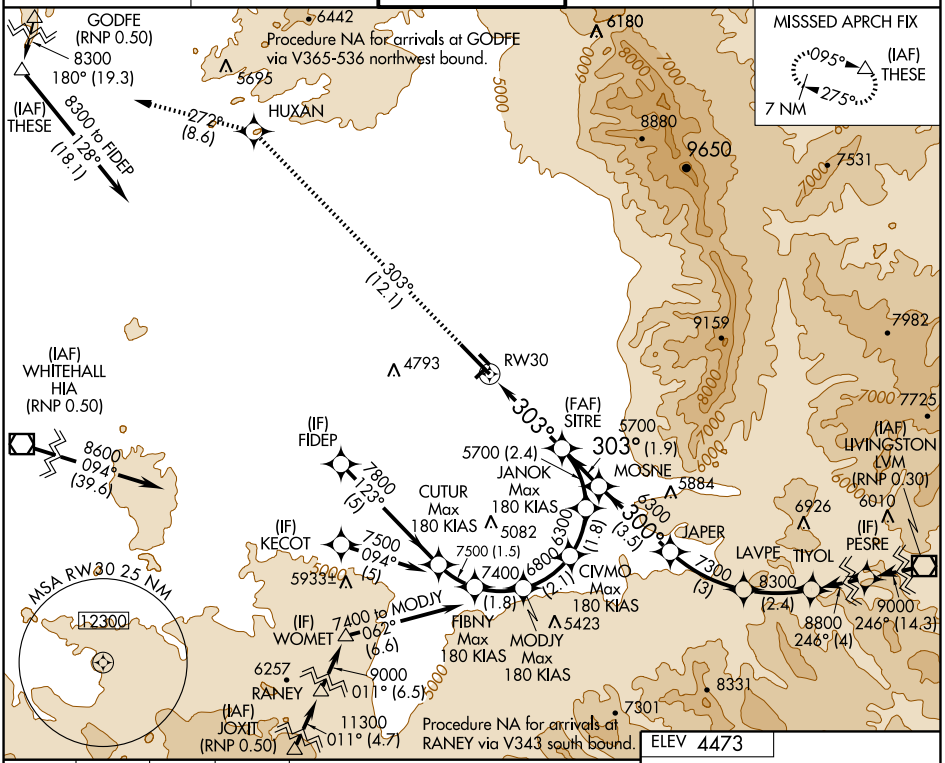
BOZEMAN/GALLATIN FIELD (BZN)

APP CRS	Rwy Idg	8994
303°	TDZE	4462
	Apt Elev	4473

For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 39°C (102°F). When VGSI inoperative, procedure NA at night. RF Required. *Missed approach requires minimum climb of 350 feet per NM to 6000. GPS required.

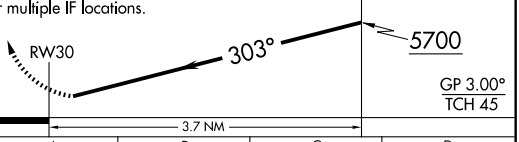
MISSED APPROACH: Climb to 8300 via track 303° to HUXAN and via track 272° to THESE and hold, continue climb-in-hold to 8300.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER*	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95



8300	HUXAN	tr	THESE
tr 303°		272°	

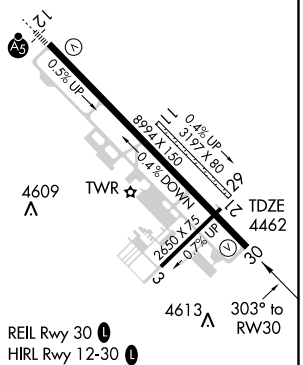
See planview for multiple IF locations.



Procedure Turn NA

CATEGORY	A	B	C	D
RNP 0.11*DA	4742-1	280 (300-1)		
RNP 0.20 DA	4824-1¼	362 (400-1¼)		
RNP 0.30 DA	4881-1½	419 (500-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (RNP) Z RWY 12

BOZEMAN/ GALLATIN FIELD (BZN)

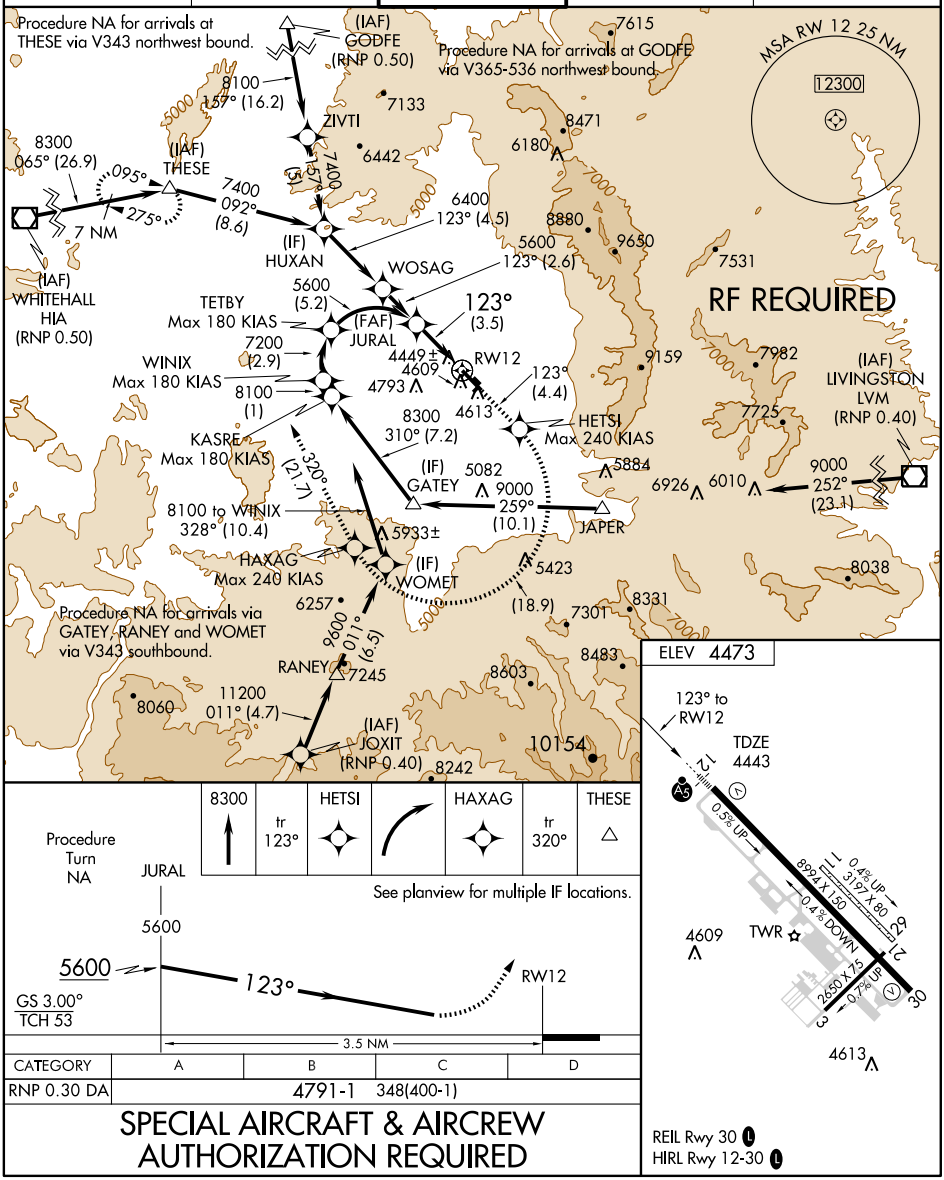
APP CRS	Rwy Idg	8994
123°	TDZE	4443
	Apt Elev	4473

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -23°C (-11°F) or above 39°C (102°F). When VGSI inop, procedure NA at night. For inoperative MALSR increase RNP 0.30 visibility to 1¼ all Cats.

MALSR

MISSED APPROACH: Climb to 8300 via track 123° to HETSI, and via right turn to HAXAG, and via track 320° to THESE and hold.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER ★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME RWY 12

BOZEMAN/ GALLATIN FIELD (BZN)

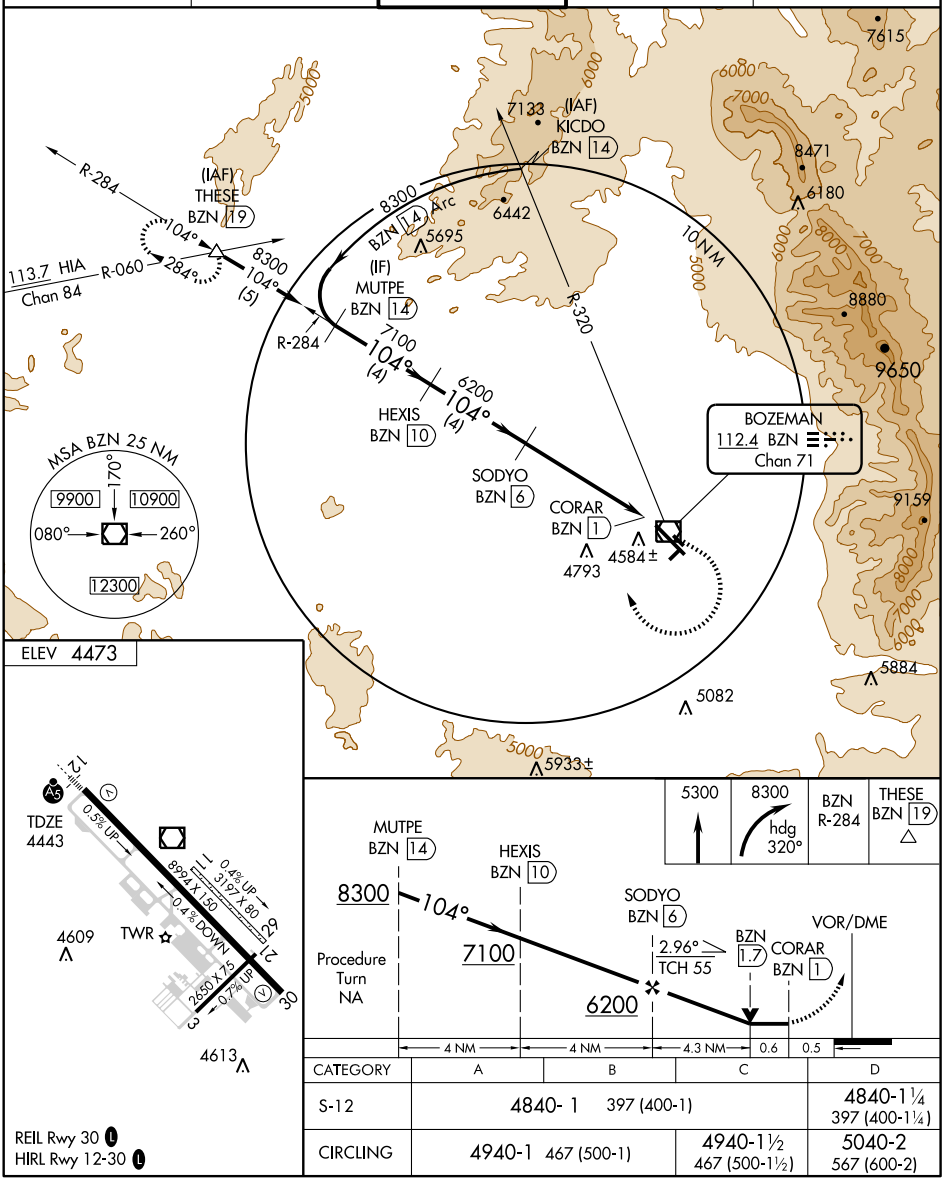
VOR/DME BZN	APP CRS	Rwy Idg	8994
112.4	104°	TDZE	4443
Chan 71		Apt Elev	4473

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 5300, then climbing right turn to 8300 via heading 320° to intercept BZN VOR/DME R-284 then via BZN VOR/DME R-284 to THESE/BZN 19 DME and hold.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95



CATEGORY	A	B	C	D
S-12	4840- 1 397 (400-1)			4840-1¼ 397 (400-1¼)
CIRCLING	4940-1 467 (500-1)		4940-1½ 467 (500-1½)	5040-2 567 (600-2)

REIL Rwy 30 L
HIRL Rwy 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR RWY 12

BOZEMAN/GALLATIN FIELD (BZN)

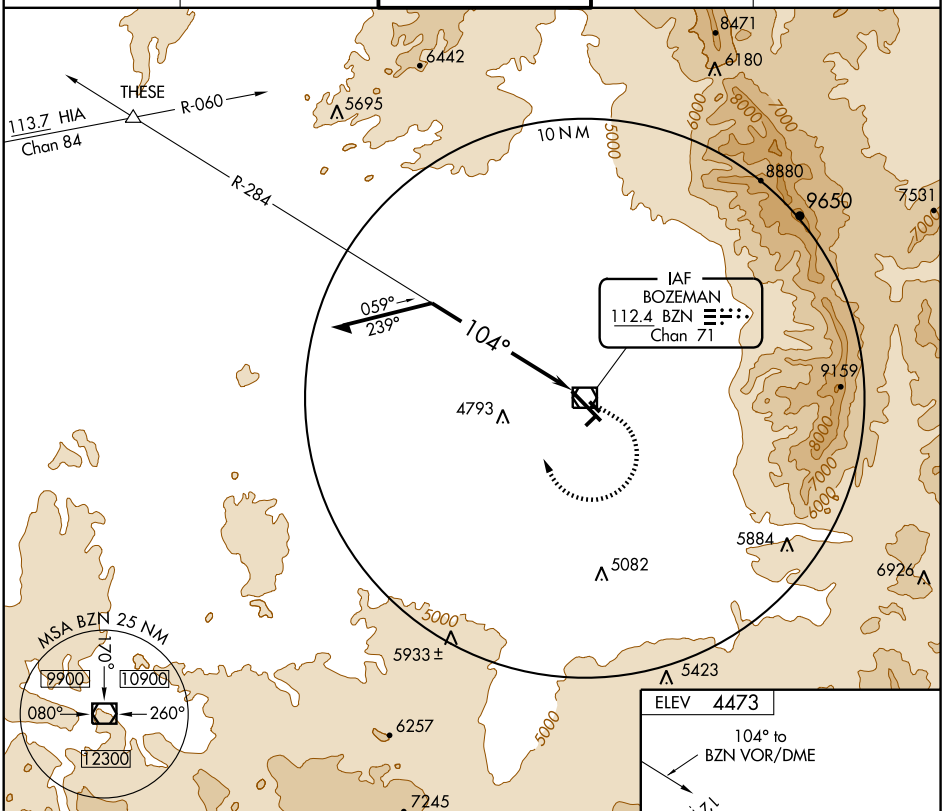
VOR/DME BZN	APP CRS	Rwy Idg	8994
112.4	104°	TDZE	4443
Chan 71		Apt Elev	4473

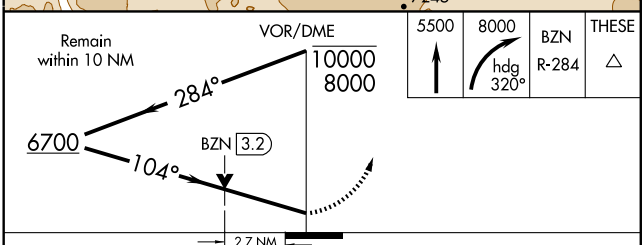
T A Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 5500 then climbing right turn to 8000 via heading 320° to intercept BZN VOR/DME R-284 then via BZN VOR/DME R-284 to THESE INT.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER ★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95

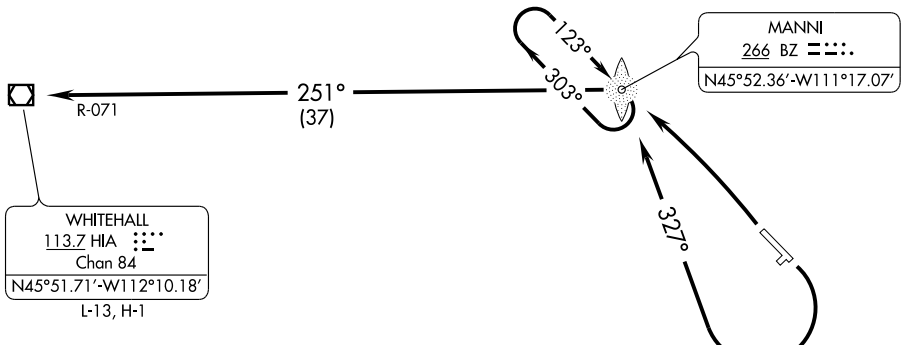




CATEGORY	A	B	C	D
S-12	5340 -1¼	897 (900-1¼)	5340-2¾ 897 (900-2¾)	5340-3 897 (900-3)
CIRCLING	5340-1¼	867 (900-1¼)	5340-2¾ 867 (900-2¾)	5340-3 867 (900-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ATIS 135.425
GND CON
121.8
BOZEMAN TOWER ★
118.2 (CTAF)
SALT LAKE CITY CENTER
132.4 338.3



NOTE: ADF REQUIRED

TAKE-OFF MINIMUMS
Rwy 3, 21: NA - ATC.
Rwy 12: Standard
Rwy 30: Standard with minimum climb of 294' per NM to 6500.

TAKE-OFF OBSTACLE NOTES
Rwy 30: Pole 641' from DER, 622' left of centerline, 62' AGL/4452' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 12: Climbing right turn to intercept 327° course to MANNI LOM. Climb in MANNI LOM holding pattern to at or above 8500, then intercept HIA R-071 to HIA VOR/DME, cross HIA VOR/DME at or above MCA or MEA for route of flight.

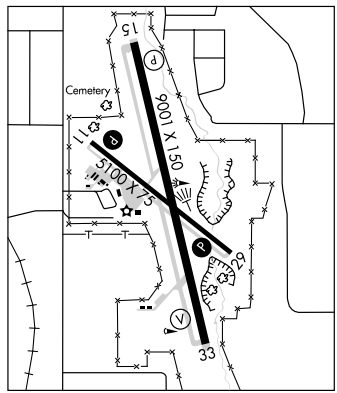
TAKE-OFF RUNWAY 30: Climbing left turn direct MANNI LOM. Climb in MANNI LOM holding pattern to at or above 8500, then intercept HIA R-071 to HIA VOR/DME, cross HIA VOR/DME at or above MCA or MEA for route of flight.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

BUTTE

BERT MOONEY (BTM) 3 SE UTC−7(−6DT) N45°57.29′ W112°29.85′ **GREAT FALLS**
5550 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index A **H–1D, L–13C**
NOTAM FILE BTM **IAP**

RWY 15–33: H9001X150 (ASPH–GRVD) S–75, D–160, 2S–175, 2D–250 MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.5° TCH 55′. Rgt tfc. 0.6% up.
RWY 33: VASI(V4L)—GA 3.0° TCH 78′. Tower.
RWY 11–29: H5100X75 (ASPH-GRVD) S–12.5 MIRL
RWY 11: REIL. PAPI(P2L)—GA 4.0° TCH 38′. Road.
RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 45′. Bldg.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–5100 TODA–5100 ASDA–5100 LDA–5100
RWY 29: TORA–5100 TODA–5100 ASDA–5100 LDA–5100

AIRPORT REMARKS: Attended dawn–dusk. Deer invof arpt. Snow removal ops in progress during periods of snow. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 406–494–3771. Twy D rstd to acft 12,500 lbs or less between Rwy 29 apch end and Rwy 15–33, and Twy D between Rwy 11 apch end and Twy F. Rwy 11–29 from Rwy end 29 to Rwy 15–33 and from Twy F to Rwy end 11 not avbl for air carrier acft over 12,500 lbs. Fee for all commercial acft and acft over 10,000 pounds. Landing fee. Rwy 11 PAPI straight–in only. Rwy 33 do not use VASI byd 1.5 miles due to high terrain. PAPI restricted to 2.1 NM from Rwy 29 thld due to high terrain. MIRL Rwy 15–33 preset low ints dusk–dawn, MIRL Rwy 11–29 avbl on req 0600Z‡ to dawn. ACTIVATE MIRL Rwy 15–33 and Rwy 11–29, PAPI Rwy 11 and Rwy 29, and REIL Rwy 11, Rwy 29, and Rwy 15—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (406) 494–1870.
COMMUNICATIONS: CTAF/UNICOM 123.0
COPPERTOWN RCO 122.65 (GREAT FALLS RADIO)
BUTTE RCO 122.2 122.4 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE BTM.
COPPERTOWN (L) VORW/DME 111.6 CPN Chan 53 N46°01.92′ W112°44.85′ 098° 11.4 NM to fld. 5780/16E.
WHITEHALL (H) VORW/DME 113.7 HIA Chan 84 N45°51.71′ W112°10.18′ 274° 14.8 NM to fld. 4652/18E.
ILS/DME 110.9 I–BEY Chan 46 Rwy 15. Class IE.

BUTTE AERO HELIPORT (84U) 4 SE UTC−7(−6DT) N45°57.20′ W112°29.83′ **GREAT FALLS**
5553 B S4 **FUEL** 100, 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE GTF
HELIPAD H2: H80X30 (ASPH)
HELIPORT REMARKS: Attended dawn–dusk. Helipad may be used for snowpiling during winter months ctc arpt manager 406–494–3771 for current conditions. Grass growing through cracks in helipad. For customs contact GREAT FALLS AFSS.
COMMUNICATIONS: CTAF/UNICOM 123.0

CANYON FERRY (See TOWNSEND)

CAPITOL N46°36.40′ W111°56.23′. NOTAM FILE HLN. **GREAT FALLS**
NDB (HW) 335 CVP 254° 1.9 NM to Helena Rgnl. Unmonitored when twr clsd. **L–13C**

CHESTER N48°30.48′ W110°58.85′. NOTAM FILE GTF. **GREAT FALLS**
NDB (MHW) 323 LTY at Liberty Co. VFR only. **L–13C**

LOC/DME I-BEY	APP CRS	Rwy Idg	9001
110.9	151°	TDZE	5523
Chan 46		Apt Elev	5550

ILS Y RWY 15

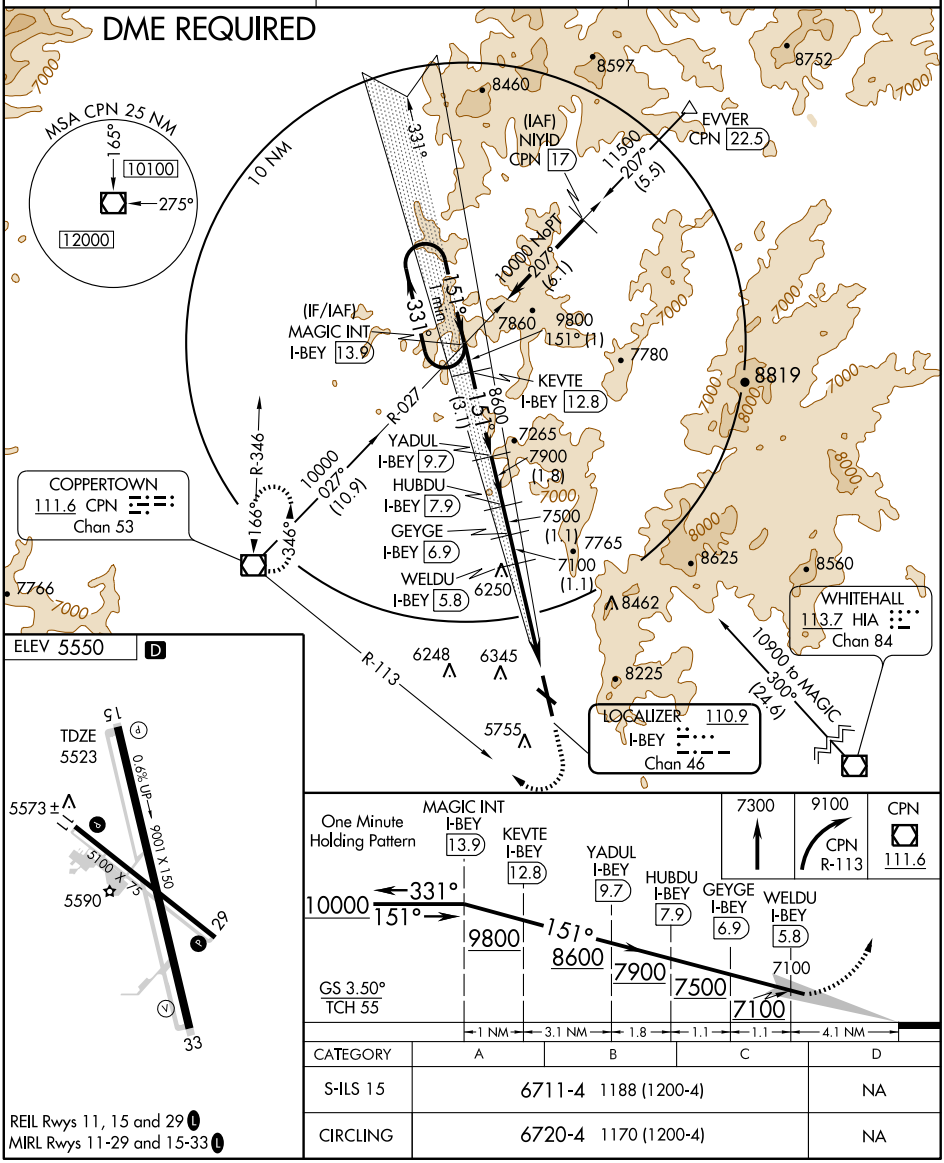
BUTTE/ BERT MOONEY (BTM)

Circling NA northeast of Rwy 15-33.
When glideslope not used, use LOC/DME RWY 15 procedure.
Circling requires descent on glideslope to MDA.
Autopilot coupled approach NA.

MISSED APPROACH: Climb to 7300 then climbing right turn to 9100 via CPN VOR/DME R-113 to CPN VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L

NW-1, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-ILS 15	6711-4 1188 (1200-4)			NA
CIRCLING	6720-4 1170 (1200-4)			NA

LOC/DME I-BEY	APP CRS	Rwy Idg	9001
110.9	151°	TDZE	5523
Chan 46		Apt Elev	5550

LOC/DME RWY 15

BUTTE/ BERT MOONEY (BTM)

T A Circling not authorized NE of Rwy 15-33.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 9200 direct CPN VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L

Identify ZIPPR INT with CPN R-038 and HIA R-297 prior to procedure turn; MRA HIA R-297 at ZIPPR 11000 feet.

MSA CPN 25 NM
165°
10100
275°
12000

GUYEC
I-BEY 14
(IAF)
ZIPPR INT
I-BEY 11.7
R-038
R-346
166°
346°
11000
038°
(9.9)
VIVVU
I-BEY 7.8
OM
R-297
11000
297°
(22.8)
331°
151°
106°
286°
10 NM

COPPERTOWN
111.6 CPN
Chan 53

WHITEHALL
113.7 HIA
Chan 84

LOCALIZER 110.9
I-BEY
Chan 46

8597 8752 8460 7860 7780 8819 7265 6924± 7000 6538± 6250 8462 7765 8625 8560 7766 6248 6345 8225 5755 7433

ELEV 5550 D
151° 10 NM from FAF
TDZE 5523
5573 ±
5590
0.6% UP
9001 X 150
5100 X 75
15
11
29
33

Remain within 10 NM
ZIPPR INT
I-BEY 11.7
331°
GUYEC
I-BEY 14
10000
151°
9600
9200
3.43°
TCH 55
VIVVU
I-BEY 7.8
I-BEY
5.1
I-BEY
1.7
7780
2.3 NM 3.9 NM 2.7 NM 3.3 NM
9200
CPN
111.6

CATEGORY	A	B	C	D
S-LOC 15	6800-1¼ 1277 (1300-1¼)	6800-1½ 1277 (1300-1½)	6800-3	1277 (1300-3)
CIRCLING	6800-1¼ 1250 (1300-1¼)	6800-1½ 1250 (1300-1½)	6800-3	1250 (1300-3)

REIL Rwys 11, 15 and 29 L
MIRL Rwys 11-29 and 15-33 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) Y RWY 15

BUTTE/BERT MOONEY (BTM)

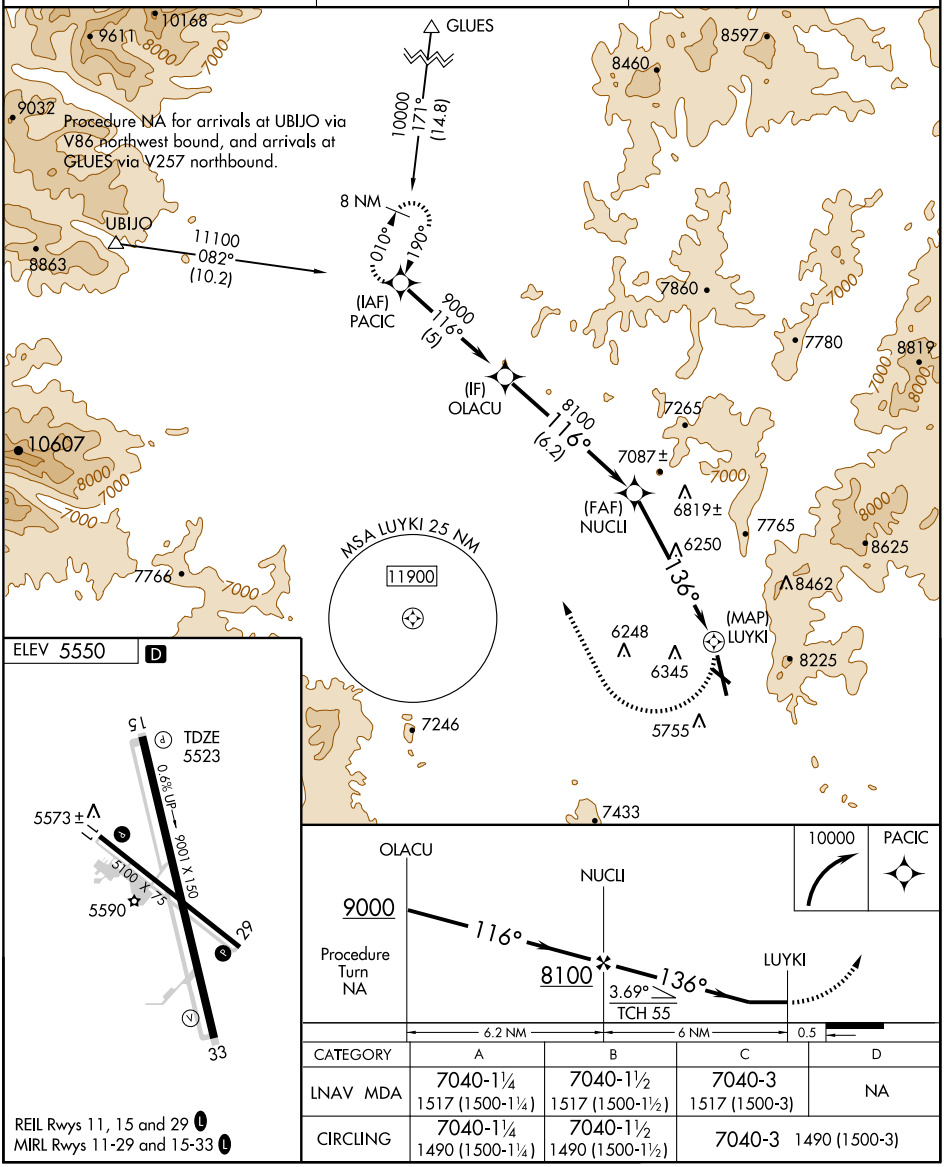
APP CRS	Rwy Idg	9001
136°	TDZE	5523
	Apt Elev	5550

T
A

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.
Circling NA northeast of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 10000 direct PACIC and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L



REIL Rwys 11, 15 and 29 L
MIRL Rwys 11-29 and 15-33 L

CATEGORY	A	B	C	D
LNAV MDA	7040-1¼ 1517 (1500-1¼)	7040-1½ 1517 (1500-1½)	7040-3 1517 (1500-3)	NA
CIRCLING	7040-1¼ 1490 (1500-1¼)	7040-1½ 1490 (1500-1½)	7040-3 1490 (1500-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9001
CH 50599	151°	TDZE	5523
W15A		Apt Elev	5550

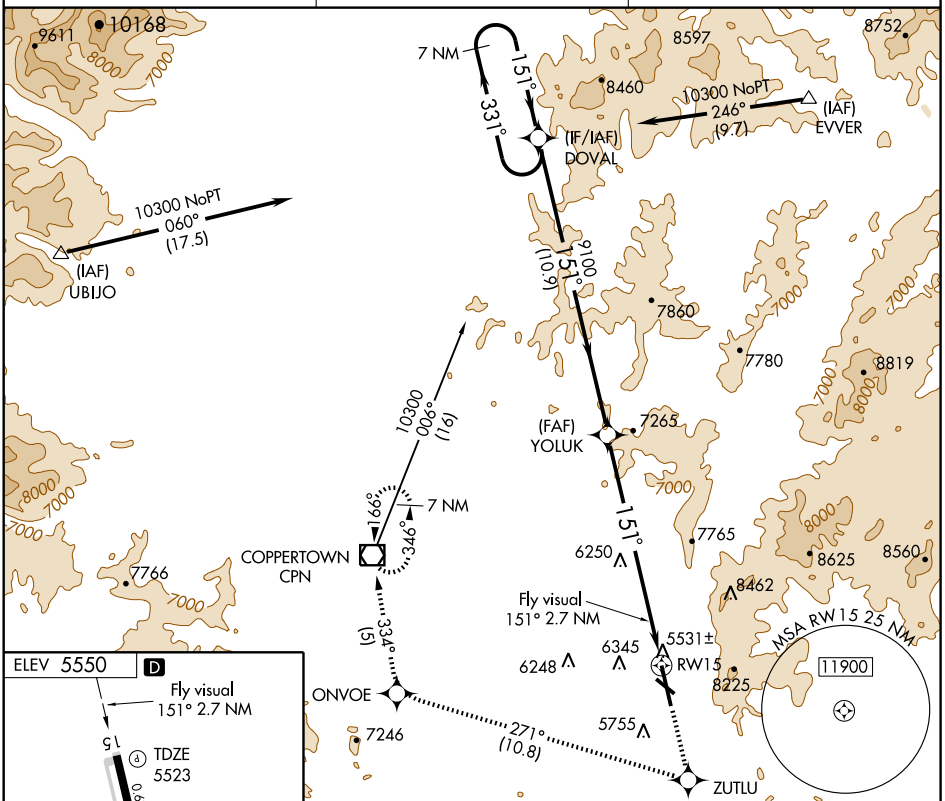
RNAV (GPS) Z RWY 15

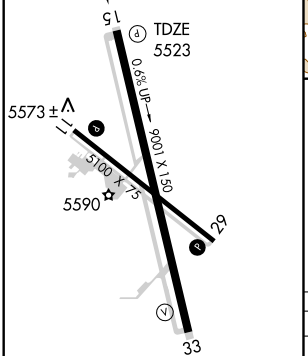
BUTTE/BERT MOONEY (BTM)

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 10000 direct ZUTLU and right turn via 271° track to ONVOE and via 334° track to CPN VOR/DME and hold, continue climb-in-hold to 10000.

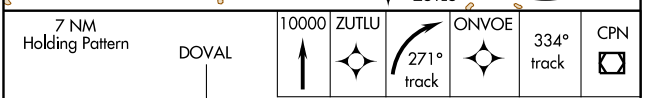
ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L



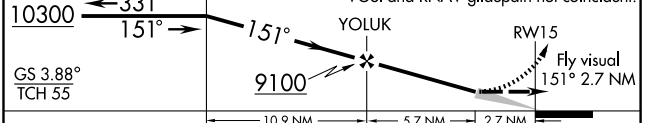


REIL Rwys 11, 15 and 29 L
MIRL Rwys 11-29 and 15-33 L

7 NM
Holding Pattern



VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	6660-2	1137 (1200-2)	NA	
LNAV/VNAV DA	NA			
LNAV MDA	NA			
CIRCLING	NA			

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME HIA	APP CRS	Rwy Idg	N/A
113.7	272°	TDZE	N/A
Chan 84		Apt Elev	5545

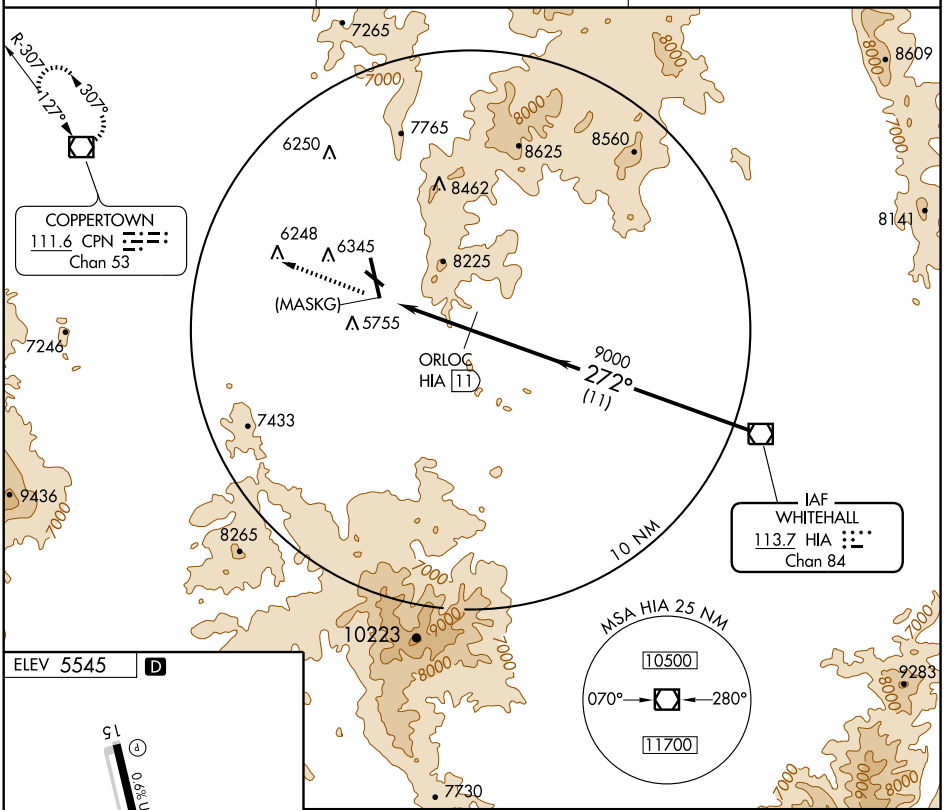
VOR/DME or GPS-A

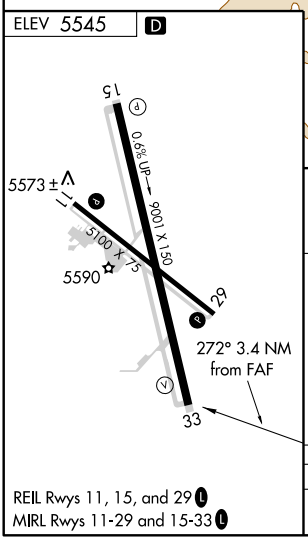
BUTTE/ BERT MOONEY (BTM)

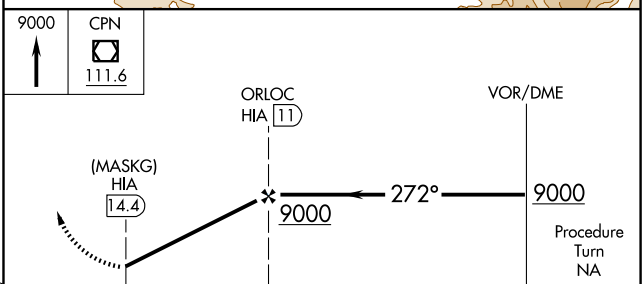
T A — Circling NA northeast of Rwy 15-33.

MISSED APPROACH: Climb to 9000 direct CPN VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	8540-1¼ 2995 (3000-1¼)	8540-1½ 2995 (3000-1½)	8540-3	2995 (3000-3)

REIL Rwys 11, 15, and 29 L
MIRL Rwys 11-29 and 15-33 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME CPN	APP CRS	Rwy Idg	N/A
111.6	097°	TDZE	N/A
Chan 53		Apt Elev	5545

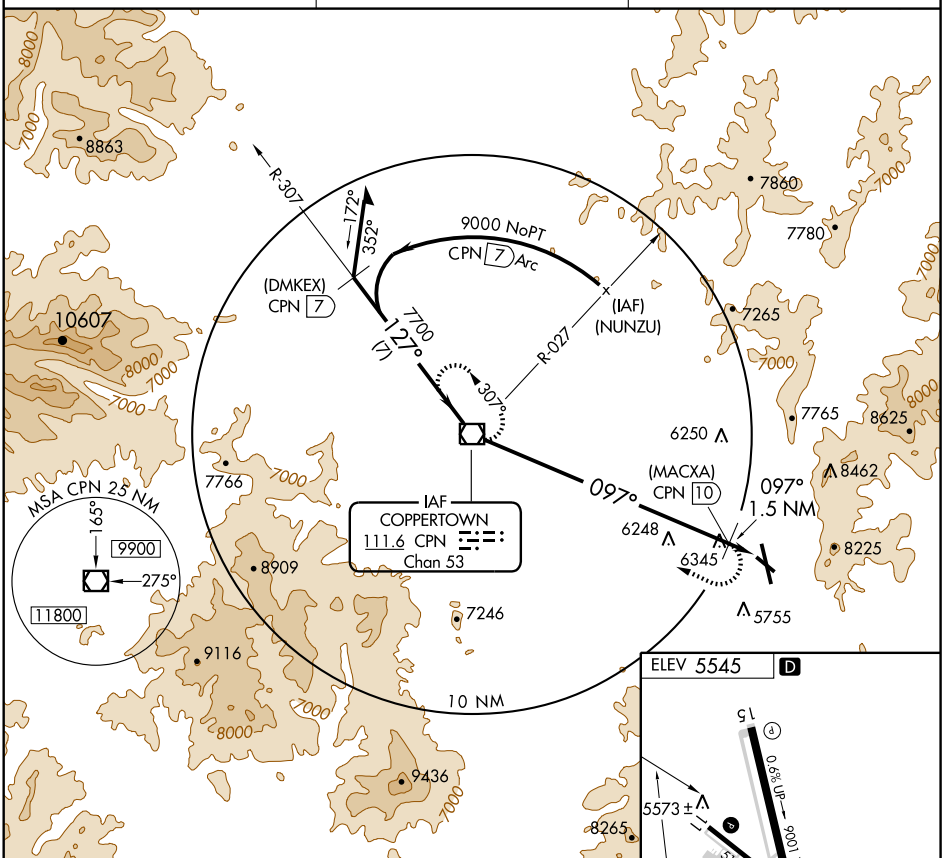
VOR or GPS-B

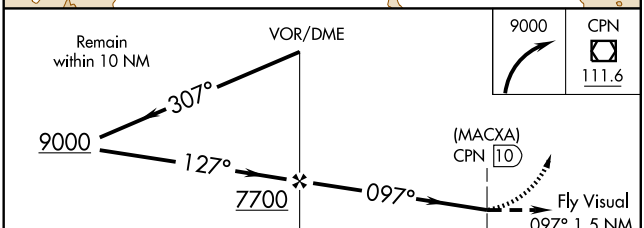
BUTTE/ BERT MOONEY (BTM)

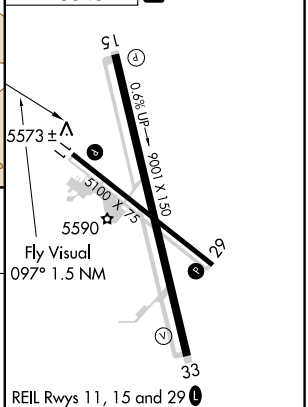
T A Circling not authorized NE of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 9000 direct CPN VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L







REIL Rwys 11, 15 and 29 L
MIRL Rwys 11-29 and 15-33 L

CATEGORY	A	B	C	D
CIRCLING	6900-1½ 1355 (1400-1½)		6900-3 1355 (1400-3)	

FAF to MAP 10 NM					
Knots	60	90	120	150	180
Min:Sec	10:00	6:40	5:00	4:00	3:20

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

CHOTEAU (CII) 1 NE UTC−7(−6DT) N47°49.70′ W112°10.10′

GREAT FALLS
H–1D, L–13C
IAP

3947 B **FUEL** 100LL, JET A NOTAM FILE GTF

RWY 14–32: H5000X75 (ASPH) S–16 MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 23′.

RWY 32: PAPI(P2L)—GA 3.0° TCH 25. Tree.

RWY 05–23: H3700X60 (ASPH) S–12.5 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 25′.

RWY 23: PAPI(P2L)—GA 3.0° TCH 23. Road.

AIRPORT REMARKS: Attended Mon–Fri 1500–0100Z‡. ACTIVATE MIRL Rwy 05–23 and Rwy 14–32, PAPI Rwy 05 and Rwy 23 and Rwy 14 and Rwy 32—122.8.

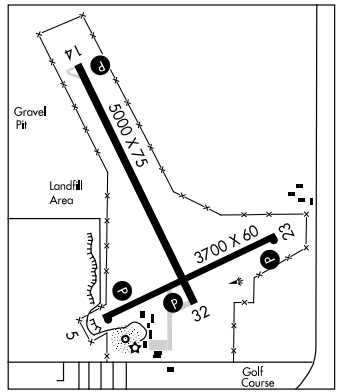
COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 133.4

RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.

GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 291° 38.2 NM to fld. 3672/16E.

NDB (MHW) 269 CII N47°49.35′ W112°10.26′ at fld.



CIRCLE TOWN CO (4U6) 1 E UTC−7(−6DT) N47°25.12′ W105°33.72′

BILLINGS
L–13E

2426 B S4 **FUEL** 100LL NOTAM FILE GTF

RWY 12–30: H4100X75 (ASPH–PFC) S–25 MIRL

RWY 12: Railroad. **RWY 30:** VASI(V2L)—GA 3.0° TCH 20′.

RWY 03–21: 2500X195 (TURF)

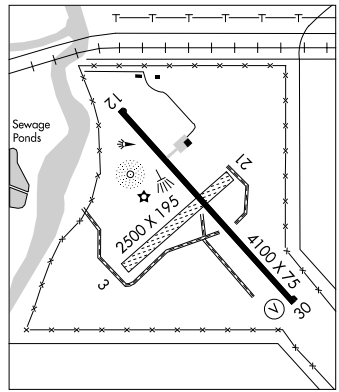
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Rwy 03–21 CLOSED winter months. Rwy 03–21 unusable in wet weather. Rwy 03–21 thld marked with red cones. Rwy 03–21 is rough, with long grass. ACTIVATE MIRL Rwy 12–30—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 359° 64.3 NM to fld. 2640/15E.

NDB (HW) 245 CRR N47°25.10′ W105°33.53′ at fld. NOTAM FILE GTF. VFR only.



CLINTON

ROCK CREEK (RCØ) 3 SE UTC−7(−6DT) N46°43.63′ W113°39.46′

GREAT FALLS

3547 NOTAM FILE GTF

RWY 07–25: 4100X75 (TURF)

RWY 07: Hill. Rgt tfc. **RWY 25:** Pole. Rgt tfc.

AIRPORT REMARKS: Unattended. Gopher holes full rwy length. Snow removal irregular. Trees and terrain in transition sfc both sides of rwy.

COMMUNICATIONS: CTAF 122.9

NDB CII 269	APP CRS 226°	Rwy Idg 3700 TDZE 3940 Apt Elev 3949

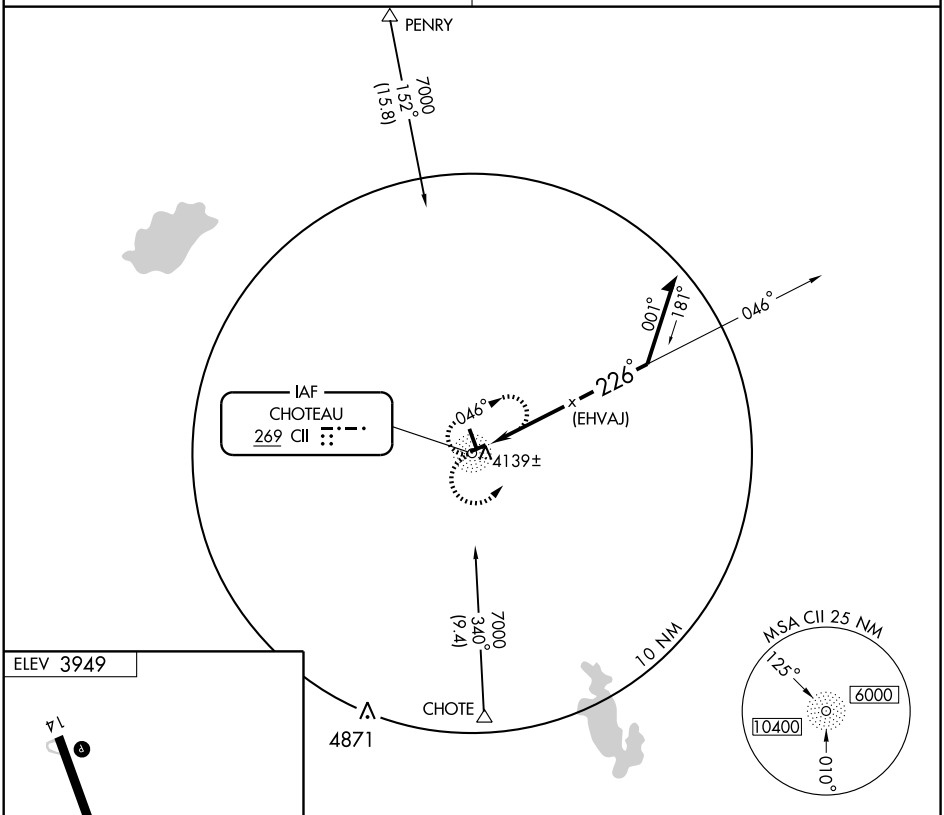
NDB or GPS RWY 23
CHOTEAU (CII)

NA

Use Great Falls altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct CII NDB and hold.

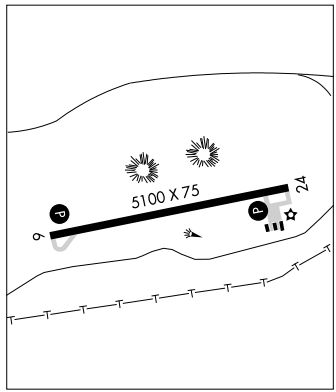
SALT LAKE CITY CENTER	UNICOM
133.4 285.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-23	4720-1 780 (800-1)	4720-1¼ 780 (800-1¼)	4720-2¼ 780 (800-2¼)	NA
CIRCLING	4720-1 775 (800-1)	4720-1¼ 775 (800-1¼)	4720-2¼ 775 (800-2¼)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

COLSTRIP (M46) 3 SW UTC−7(−6DT) N45°51.17′ W106°42.56′ **BILLINGS**
3426 B NOTAM FILE GTF **H–1E, 2F, L–13D**
RWY 06–24: H5100X75 (ASPH) S–12.5 MIRL 0.9% up SW **IAP**
RWY 06: PAPI(P2L)—GA 3.0° TCH 23′. Hill.
RWY 24: PAPI(P2L)—GA 3.0° TCH 23′.
AIRPORT REMARKS: Attended on call. Deer on airport. MIRL Rwy 06–24 and PAPI Rwy 06 and Rwy 24 preset low ints dusk–0600Z‡, after 0600Z‡ ACTIVATE—CTAF. Phone available on arpt.
COMMUNICATIONS: CTAF 122.9
SALT LAKE CENTER APP/DEP CON 127.75.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.
MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 210° 44.8 NM to fld. 2640/15E.



COLUMBUS

WOLTERMAN MEM (6S3) 0 SE UTC−7(−6DT) N45°37.83′ W109°14.36′ **GREAT FALLS**
3575 B S4 **FUEL** 100LL NOTAM FILE GTF **L–13D**
RWY 10–28: H3814X75 (ASPH) S–12.5 MIRL
RWY 10: Bldg. **RWY 28:** PAPI(P2R)—GA 3.0° TCH 27′. Brush.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 234° 28.0 NM to fld. 3808/14E.

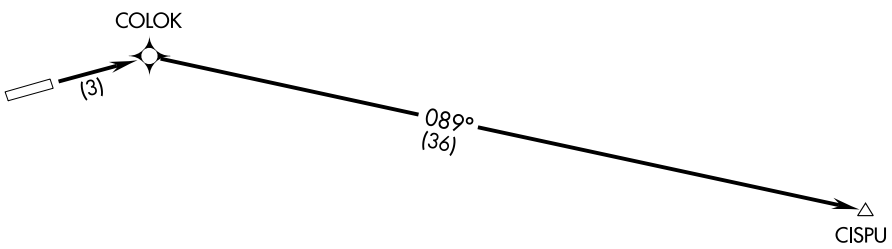
CONDON USFS (SØ4) 1 NW UTC−7(−6DT) N47°32.33′ W113°43.22′ **GREAT FALLS**
3686 NOTAM FILE GTF
RWY 13–31: 2575X135 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Unattended. No snow removal. Rwy 13–31 measured from Rwy 31 marked thld to end of Rwy 13 maintained area. Rwy 31 thld marked with white cement. Trees in all transitional surfaces.
COMMUNICATIONS: CTAF 122.9

CONNER

WEST FORK LODGE (4U7) 5 SW UTC−7(−6DT) N45°51.15′ W114°13.18′ **GREAT FALLS**
4247 **FUEL** 100LL NOTAM FILE GTF
RWY 02–20: 2600X65 (GRVL–TURF)
RWY 02: Tree. **RWY 20:** Road.
AIRPORT REMARKS: Attended continuously. Rwy 02–20 plowed winter months. Livestock, birds and wildlife on and invof arpt. Recommended for experienced pilots only, steep terrain surrounding airport. Recommended takeoff Rwy 20 when conditions allow.
COMMUNICATIONS: CTAF 122.9

CISPU ONE DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER
127.75 351.9



TAKE-OFF MINIMUMS

Rwy 6: Standard.
Rwy 24: NA - ATC.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Tree 1492′ from DER, 620′ right of centerline, 20′ AGL/3499′ MSL.
Tree 507′ from DER, 598′ left of centerline, 20′ AGL/3419′ MSL.

NOTE: GPS required.

NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

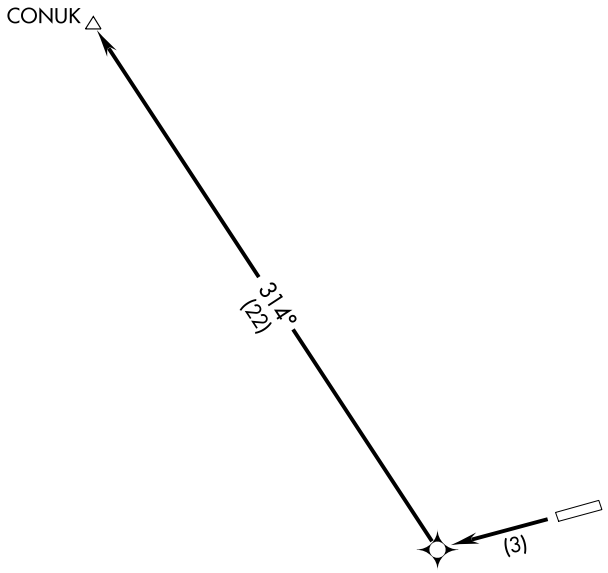
TAKE-OFF RUNWAY 6: Climb direct COLOK then via 089° track to CISPU, thence....

....Maintain 9000, expect filed altitude 10 minutes after departure.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

CONUK ONE DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER
127.75 351.9



TAKE-OFF MINIMUMS
Rwy 6: NA - ATC.
Rwy 24: 600-3 or standard with minimum climb of 365′ per NM to 4200.

TAKE-OFF OBSTACLE NOTE
Rwy 24: Dragline 11510′ from DER, 3559′ right of centerline, 225′ AGL/3964′ MSL.

NOTE: GPS required.
NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24: Climb direct SITOY then via 314° track to CONUK, thence....

....Maintain 6000, expect filed altitude 10 minutes after departure.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

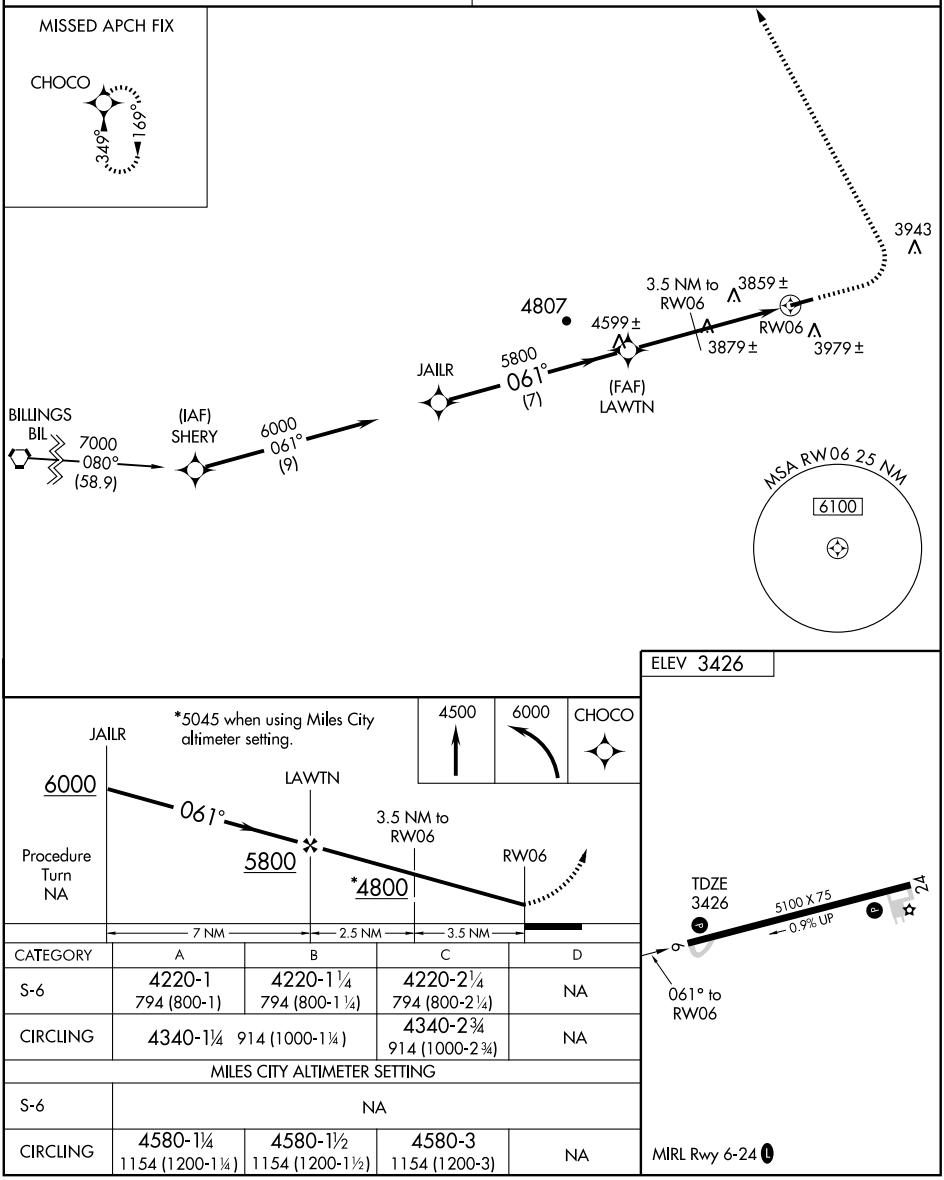
APP CRS	Rwy Idg	5100
061°	TDZE	3426
	Apt Elev	3426

GPS RWY 6
COLSTRIP (M46)

T
A NA — When local altimeter not received use Miles City altimeter setting.

MISSED APPROACH: Climb to 4500 then climbing left turn to 6000 direct CHOCO WP and hold.

SALT LAKE CENTER	CTAF
127.75 351.9	122.9 L



CATEGORY	A	B	C	D
S-6	4220-1 794 (800-1)	4220-1¼ 794 (800-1¼)	4220-2¼ 794 (800-2¼)	NA
CIRCLING	4340-1¼ 914 (1000-1¼)		4340-2¾ 914 (1000-2¾)	NA
MILES CITY ALTIMETER SETTING				
S-6	NA			
CIRCLING	4580-1¼ 1154 (1200-1¼)	4580-1½ 1154 (1200-1½)	4580-3 1154 (1200-3)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

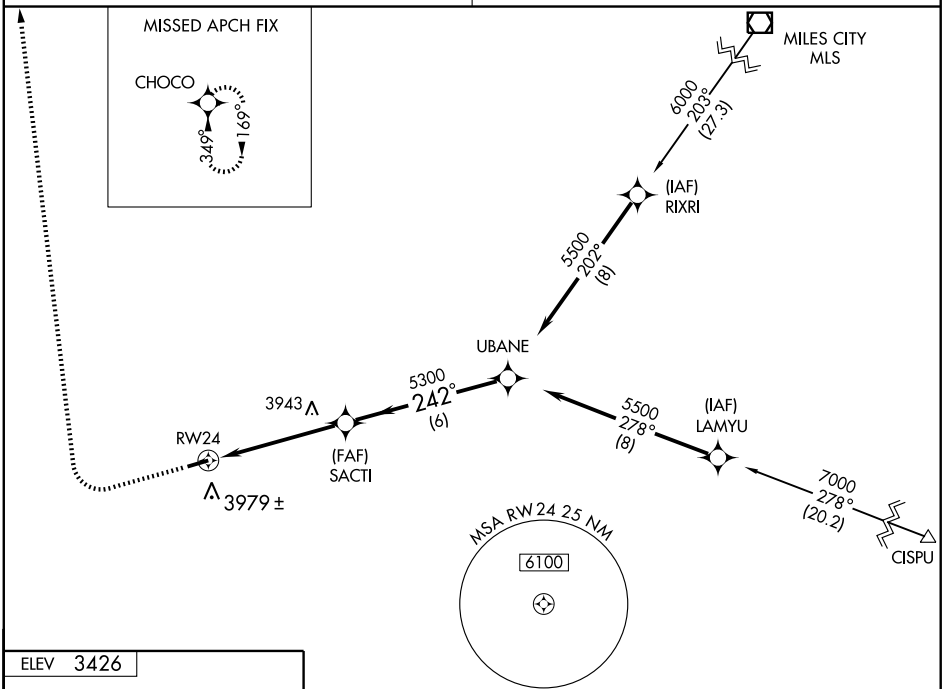
APP CRS	Rwy Idg	5100
242°	TDZE	3411
	Apt Elev	3426

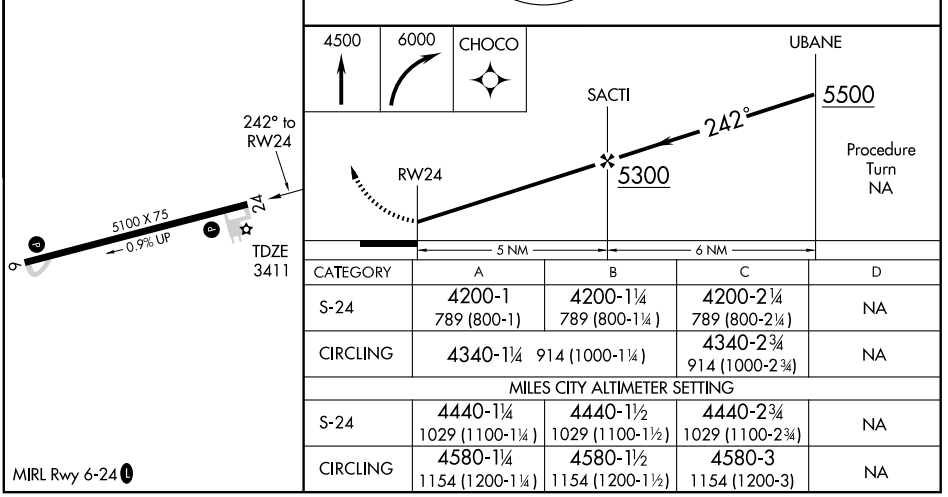
GPS RWY 24
COLSTRIP (M46)

When local altimeter not received use Miles City altimeter setting.

MISSED APPROACH: Climb to 4500 then climbing right turn to 6000 direct CHOCO WP and hold.

SALT LAKE CENTER	CTAF
127.75 351.9	122.9 L

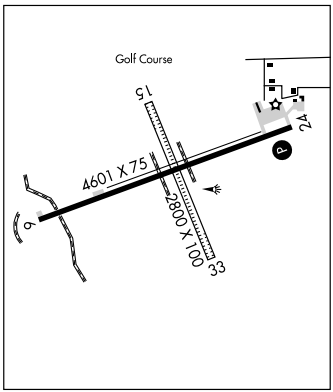




CATEGORY	A	B	C	D
S-24	4200-1 789 (800-1)	4200-1¼ 789 (800-1¼)	4200-2¼ 789 (800-2¼)	NA
CIRCLING	4340-1¼ 914 (1000-1¼)		4340-2¾ 914 (1000-2¾)	NA
MILES CITY ALTIMETER SETTING				
S-24	4440-1¼ 1029 (1100-1¼)	4440-1½ 1029 (1100-1½)	4440-2¾ 1029 (1100-2¾)	NA
CIRCLING	4580-1¼ 1154 (1200-1¼)	4580-1½ 1154 (1200-1½)	4580-3 1154 (1200-3)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

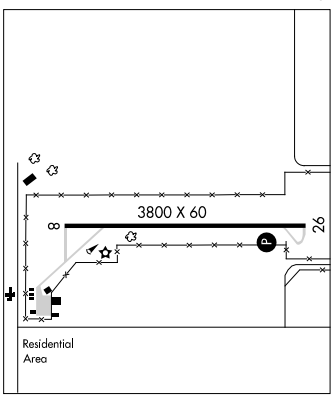
CONRAD (SØ1) 1 W UTC−7(−6DT) N48°10.12′ W111°58.59′ **GREAT FALLS**
3545 B S2 **FUEL** 100LL NOTAM FILE GTF **L–13C**
RWY 06–24: H4601X75 (ASPH) S–12.5 MIRL 0.4% up SW **IAP**
RWY 06: P–line.
RWY 24: REIL. PAPI(P2L)–GA 3.0° TCH 25′. Tree.
RWY 15–33: 2800X100 (TURF)
RWY 15: P–line. **RWY 33:** Road.
AIRPORT REMARKS: Attended May–Sep 1500–0300Z‡, Oct–Apr 1500–0100Z‡. For fuel call 406–271–4060. Intermittent snow removal be alert during winter months. Rwy 15–33 has tire ruts just north of pavement and large gopher holes. Rwy 15–33 marked with plastic cones full length. MIRL Rwy 06–24, PAPI and REIL Rwy 24 ops dusk–0500Z‡. Rwy 24 PAPI OTS indef. After 0500Z‡ ACTIVATE MIRL Rwy 06–24, PAPI and REIL Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
CUT BANK RCO 122.2 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CTB.
CUT BANK (L) VORTACW 114.4 CTB Chan 91 N48°33.90′ W112°20.60′ 131° 28 NM to fld. 3780/17E.
NDB (MHW) 293 CRD N48°11.14′ W111°54.85′ 231° 2.7 NM to fld. NOTAM FILE GTF.



COPPERTOWN N46°01.92′ W112°44.85′ NOTAM FILE BTM. **GREAT FALLS**
(L) VORW/DME 111.6 CPN Chan 53 098° 11.4 NM to Bert Mooney. 5780/16E. **L–13C**
VOR unusable:
346°–100° byd 20 NM blo 15,000′
185°–200° byd 30 NM
157°–275° byd 22 NM blo 16,000′
218°–225° byd 30 NM
DME unusable:
346°–127° byd 22 NM blo 15,000′
157°–275° byd 22 NM blo 17,000′
185°–200° byd 30 NM
218°–225° byd 30 NM
RCO 122.65 (GREAT FALLS RADIO)

CULBERTSON

BIG SKY FLD (S85) 1 NE UTC−7(−6DT) N48°09.20′ W104°30.24′ **BILLINGS**
1953 B NOTAM FILE GTF **L–13E**
RWY 08–26: H3800X60 (ASPH) S–12.5 MIRL
RWY 26: PAPI(P2L)—GA 3.0° TCH 27′.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Svcs avbl 24 hrs 406–787–6680/0660. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 247° 30.8 NM to fld. 2372/12E. **HIWAS.**



NDB CRD	APP CRS		
293	230°	Rwy Idg	4601
		TDZE	3535
		Apt Elev	3545

NDB or GPS RWY 24

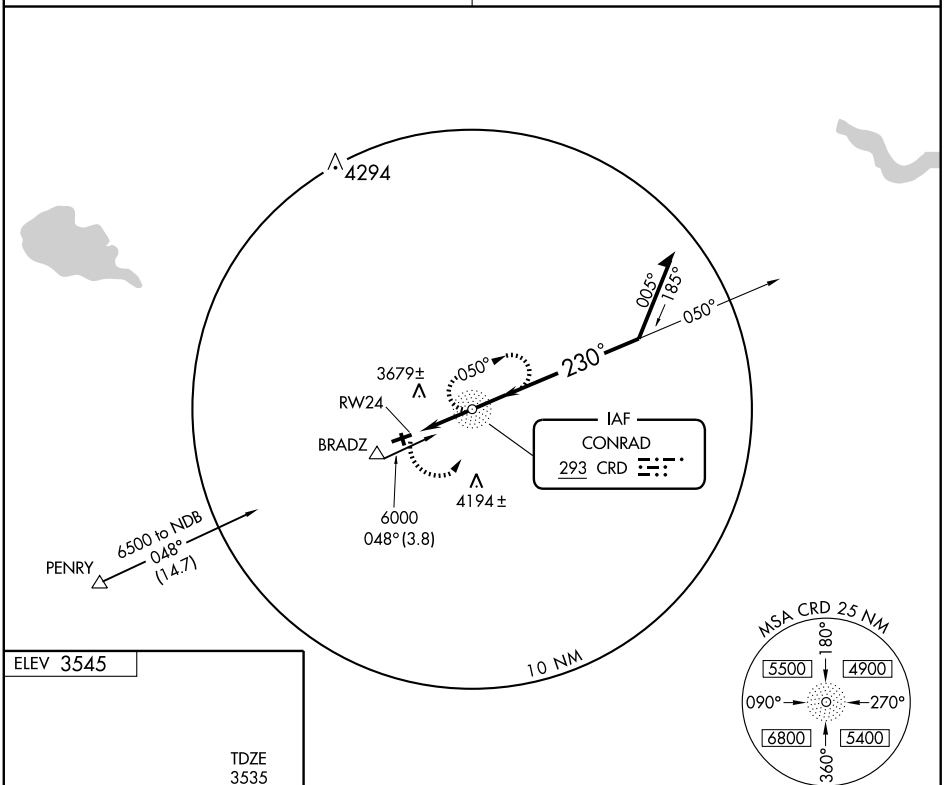
CONRAD (SØ1)

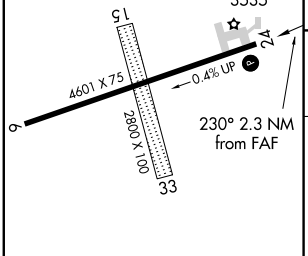
Use Cut Bank altimeter setting; if not received, procedure not authorized.

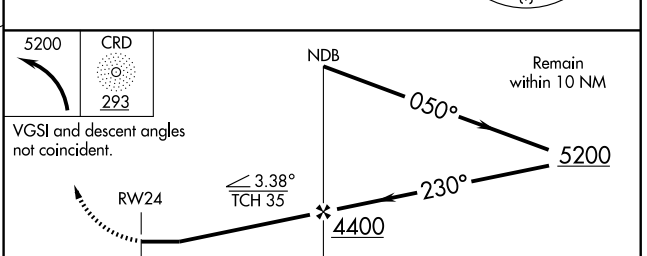
MISSED APPROACH: Climbing left turn to 5200 direct CRD NDB and hold.

SALT LAKE CITY CENTER
133.4 285.4

UNICOM
122.8 (CTAF) L







MIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
S-24	4260-1	725 (800-1)	4260-2 725 (800-2)	4260-2¼ 725 (800-2¼)
CIRCLING	4260-1	715 (800-1)	4340-2¼ 795 (800-2¼)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

CUT BANK MUNI (CTB) 3 SW UTC−7(−6DT) N48°36.50′ W112°22.57′ **GREAT FALLS H–1D, L–13C IAP**

3854 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE CTB

RWY 13–31: H5300X75 (ASPH–PFC) S–12 MIRL 0.3% up NW

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 43′.

RWY 05–23: H5299X75 (ASPH–PFC) S–12 MIRL 0.3% up SW

RWY 23: PAPI(P2L)—GA 3.0° TCH 40′

AIRPORT REMARKS: Attended 1530–0030Z‡. Fuel after hours call 406–873–8683. Agricultural acft ops from April–August. ACTIVATE MIRL Rwy 05–23 and Rwy 13–31, PAPI Rwy 23, REIL Rwy 31—CTAF. VASI Rwy 31 on 24 hours. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 119.025 (406) 873–2939.

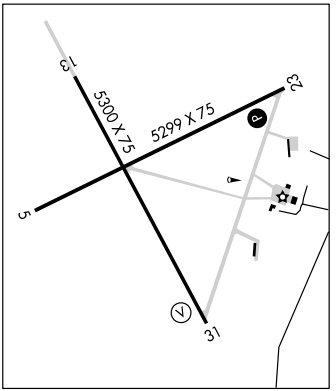
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.2 (GREAT FALLS RADIO)

SALT LAKE CENTER APP/DEP CON 133.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CTB.

(L) VORTACW 114.4 CTB Chan 91 N48°33.90′ W112°20.60′ 316° 2.9 NM to fld. 3780/17E.



DAWSON COMMUNITY (See GLENDIVE)

DEER LODGE–CITY–CO (38S) 2 W UTC−7(−6DT) N46°23.20′ W112°45.87′ **GREAT FALLS H–1D, L–13C**

4693 B **FUEL** 100LL, JET A NOTAM FILE GTF

RWY 12–30: H5799X75 (ASPH) S–30, D–36 MIRL

RWY 12: PAPI(P2L)—GA 3.75° TCH 35′.

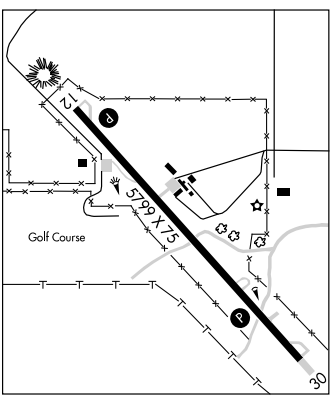
RWY 30: PAPI(P2L)—GA 3.0° TCH 24′.

AIRPORT REMARKS: Unattended. Phone on fld. ACTIVATE MIRL Rwy 12–30 and PAPI Rwy 12 and Rwy 30—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BTM.

COPPERTOWN (L) VORW/DME 111.6 CPN Chan 53 N46°01.92′ W112°44.85′ 342° 21.3 NM to fld. 5780/16E.



APP CRS	Rwy Idg	5300
315°	TDZE	3847
	Apt Elev	3854

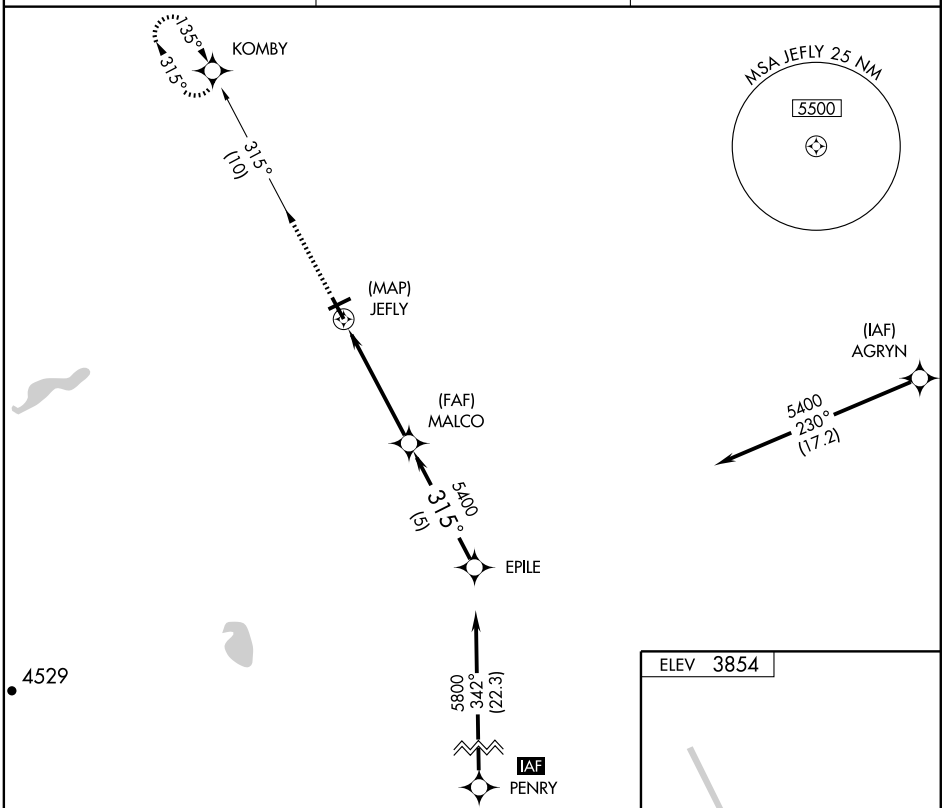
GPS RWY 31
CUT BANK MUNI (CTB)

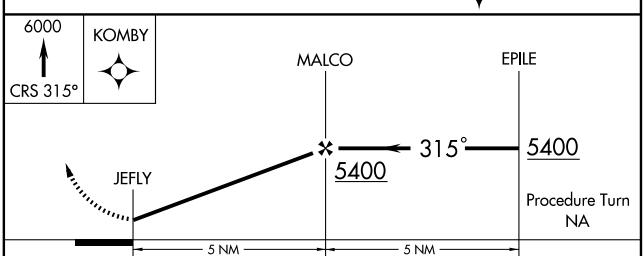
NA

IAF ARM APPROACH MODE PRIOR TO IAF.

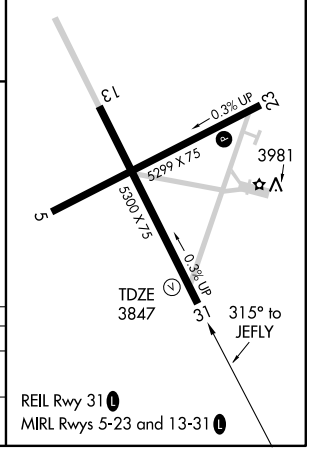
MISSED APPROACH: Climb to 6000 via 315° course to KOMBY WP and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
119.025	133.4 285.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-31	4220-1 373 (400-1)			4220-1¼ 373 (400-1¼)
CIRCLING	4220-1 366 (400-1)	4320-1 466 (500-1)	4320-1½ 466 (500-1½)	4420-2 566 (600-2)



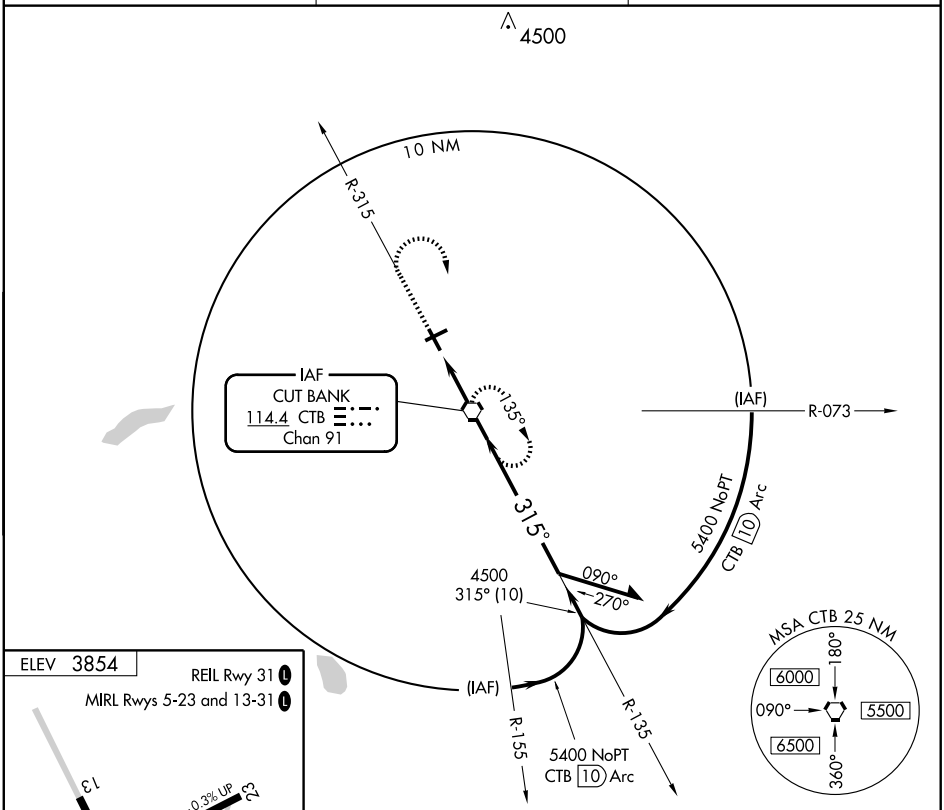
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

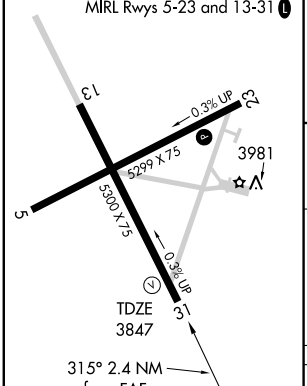
VORTAC CTB 114.4 Chan 91	APP CRS 315°	Rwy Idg 5300 TDZE 3847 Apt Elev 3854

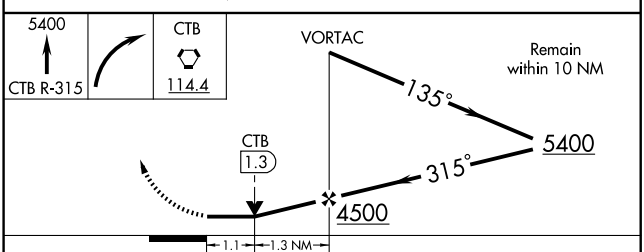
VOR RWY 31
CUT BANK MUNI (CTB)

MISSED APPROACH: Climb to 5400 via CTB R-315 then right turn direct CTB VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
119.025	133.4 285.4	122.8 (CTAF) L







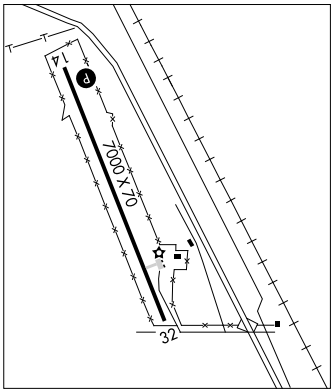
FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

CATEGORY	A	B	C	D
S-31	4200-1 353 (400-1)			4200-1¼ 353 (400-1¼)
CIRCLING	4340-1 486 (500-1)		4340-1½ 486 (500-1½)	4420-2 566 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

DELL FLIGHT STRIP (4U9) 1 NW UTC−7(−6DT) N44°44.14′ W112°43.20′
6007 B NOTAM FILE GTF
RWY 14–32: H7000X70 (ASPH) MIRL
RWY 14: PAPI(P2L)—GA 3.5° TCH 30′. P–line. **RWY 32:** Road.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Powerline marked with red globe. Snow removal irregular. Rwy marked with numbers only. ACTIVATE MIRL Rwy 14–32 and PAPI Rwy 14—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33′ W112°12.56′ 316° 44.6 NM to fld. 4915/15E.

GREAT FALLS
H–1D, L–13C

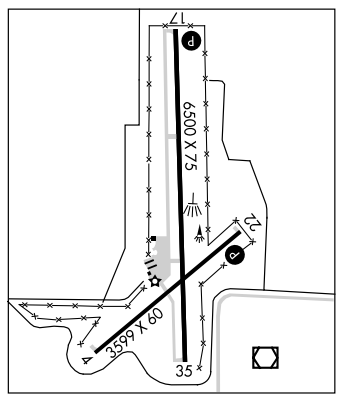


DENTON (5UØ) 0 N UTC−7(−6DT) N47°19.25′ W109°56.51′
3592 NOTAM FILE GTF
RWY 09–27: 2550X180 (TURF)
RWY 09: Fence. **RWY 27:** Road.
AIRPORT REMARKS: Unattended. Migratory bird flocks around sewage lagoons N of Rwy 27 thld. Rwy 09–27 multiple gopher holes and large badger holes in rwy, especially eastern 900′ of rwy. Rwy 09–27 numerous gopher holes in rwy surface. Only center 50′ of rwy is mowed. Rwy 09–27 has +3′ wooden boundary markers located at each rwy end.
COMMUNICATIONS: CTAF 122.9

GREAT FALLS

DILLON (DLN) 4 NE UTC−7(−6DT) N45°15.32′ W112°33.15′
5241 B S4 **FUEL** 100LL, JET A NOTAM FILE DLN
RWY 17–35: H6500X75 (ASPH) S–60, D–75 MIRL 1.3% up S
RWY 17: PAPI(P2L)—GA 3.0° TCH 34′. **RWY 35:** Road.
RWY 04–22: H3599X60 (ASPH) S–30, D–50 MIRL
RWY 04: Road.
RWY 22: PAPI(P2L)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Attended 1500–0000Z‡. For arpt attendant after hrs call 406–660–0734. Rwy visibility blocked by hangers/buildings on Rwy 17, confirm presence of other acft prior to tkf. All departures prohibited on Rwy 04 due to rwy visibility blocked by hangers/buildings. ACTIVATE MIRL Rwy 17–35 and Rwy 04–22; PAPI Rwy 17 and Rwy 22—CTAF.
WEATHER DATA SOURCES: ASOS 135.225 (406) 683–5470.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.15 (GREAT FALLS RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE DLN.
(H) VORW/DME 113.0 DLN Chan 77 N45°14.91′ W112°32.83′ at fld. 5260/18E.
DME portion unusable:
045°–090° byd 30 NM blo 11,700′
090°–140° byd 30 NM blo 12,600′
140°–180° byd 30 NM blo 11,500′
275°–290° byd 30 NM blo 12,500′

GREAT FALLS
H–1D, L–13C
IAP



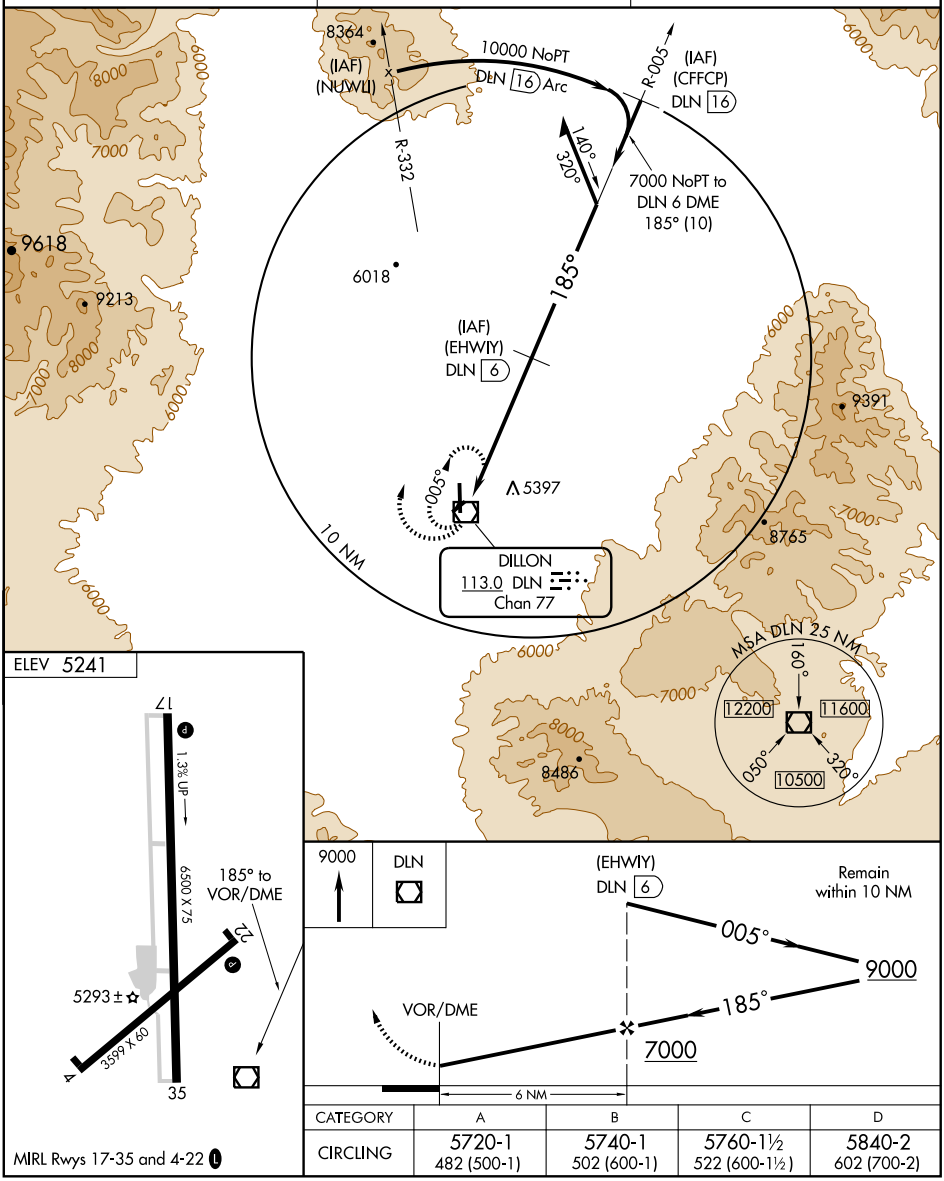
VOR/DME DLN	APP CRS	Rwy Idg	N/A
113.0	185°	TDZE	N/A
Chan 77		Apt Elev	5241

VOR/DME or GPS-B
DILLON (DLN)

Procedure not authorized when Dillon altimeter setting not available.

MISSED APPROACH: Climb to 9000 in DLN VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.225	132.4 338.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5720-1 482 (500-1)	5740-1 502 (600-1)	5760-1½ 522 (600-1½)	5840-2 602 (700-2)

MIRL Rwys 17-35 and 4-22 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

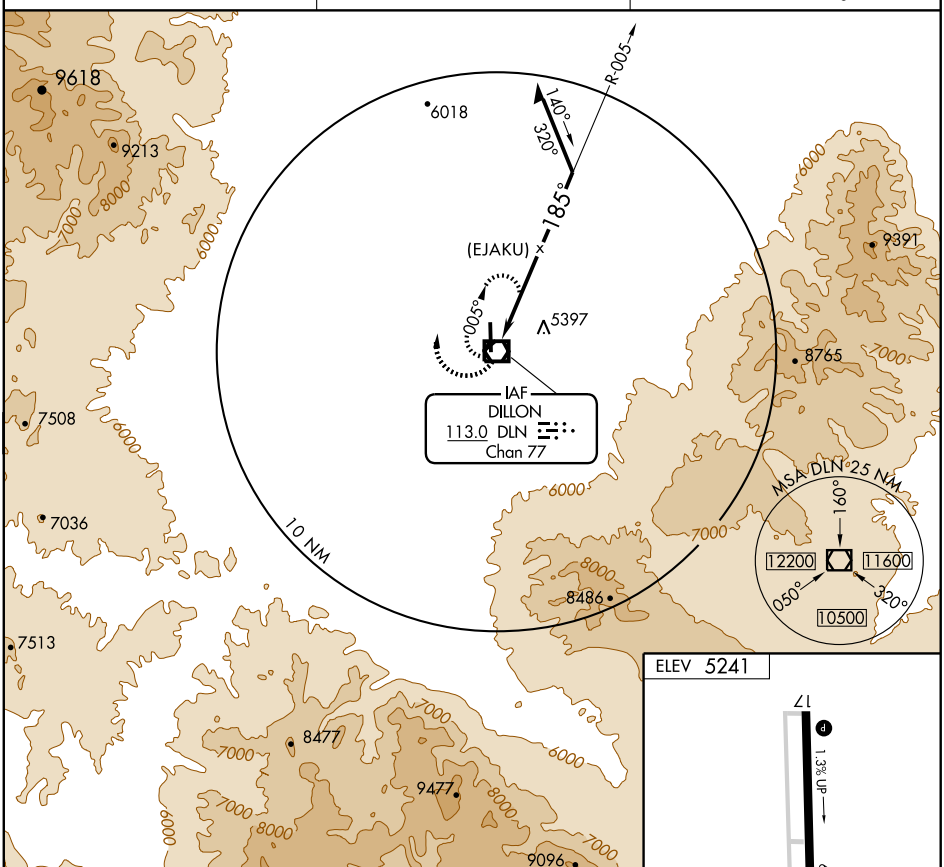
VOR/DME DLN	APP CRS	Rwy Idg N/A
113.0	185°	TDZE N/A
Chan 77		Apt Elev 5241

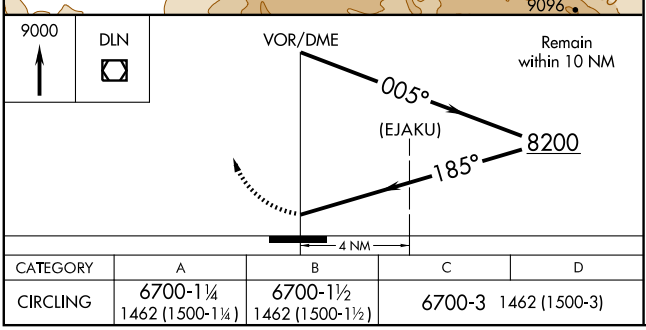
VOR or GPS-A
DILLON (DLN)

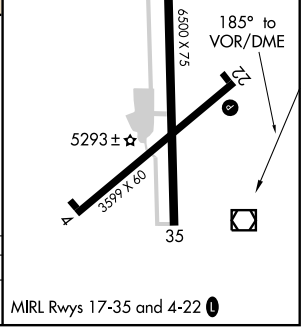
Procedure not authorized when Dillon altimeter setting not available.

MISSED APPROACH: Climb to 9000 in DLN VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.225	132.4 338.3	122.8 (CTAF) L







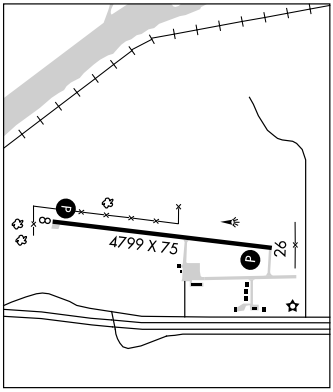
MIRL Rwys 17-35 and 4-22 L

CATEGORY	A	B	C	D
CIRCLING	6700-1¼ 1462 (1500-1¼)	6700-1½ 1462 (1500-1½)	6700-3 1462 (1500-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

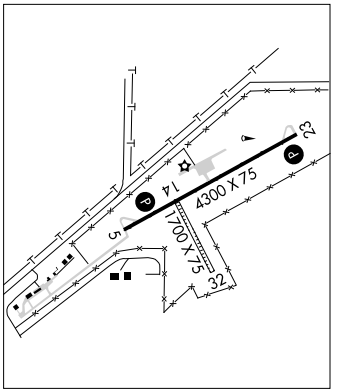
FORSYTH

TILLITT FLD (1S3) 3 E UTC−7(−6DT) N46°16.27′ W106°37.43′ **BILLINGS**
2727 B S4 **FUEL** 100LL NOTAM FILE GTF **L–13D**
RWY 08–26: H4799X75 (ASPH–PFC) S–12, D–16 MIRL **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 29′. Trees.
RWY 26: PAPI(P2L)—GA 3.0° TCH 29′. Road.
AIRPORT REMARKS: Attended irregularly. Rwy 26 PAPI OTS indef. MIRL Rwy 08–26 operates dusk–0500Z‡, after 0500Z‡ ACTIVATE—CTAF. ACTIVATE PAPI Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.
MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 242° 28.7 NM to fld. 2640/15E.
FORSYTH NDB (MHW) 236 FOR N46°16.17′ W106°31.05′ 257° 4.4 NM to fld. NOTAM FILE GTF.



FORT BELKNAP AGENCY (See HARLEM)

FORT BENTON (79S) 1 NE UTC−7(−6DT) N47°50.71′ W110°38.19′ **GREAT FALLS**
2869 B S4 **FUEL** 100LL NOTAM FILE GTF **L–13C**
RWY 05–23: H4300X75 (ASPH) S–12.5 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 3.0° TCH 40′ P–line.
RWY 23: PAPI(P2L) GA 3.0° TCH 40′.
RWY 14–32: 1700X75 (DIRT)
RWY 14: P–line.
AIRPORT REMARKS: Unattended. Call in advance for fuel 406–622–3221/5249/3489. For svcs call 406–622–3489. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 05 and Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (406) 622–5976.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.
GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 037° 39.4 NM to fld. 3672/16E.
COMM/NAV/WEATHER REMARKS: AWOS–A plus visibility.



FORT PECK (37S) 1 W UTC−7(−6DT) N48°00.30′ W106°28.93′ **BILLINGS**
2290 **FUEL** 100LL NOTAM FILE GTF
RWY 12–30: 4100X125 (TURF)
RWY 12: Thld dsplcd 1300′.
RWY 05–23: 2700X100 (TURF)
RWY 05: P–line. **RWY 23:** P–line.
AIRPORT REMARKS: Unattended. For fuel call 406–228–2433 or 406–228-4848. Ultralights on and invof arpt.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	4799
263°	TDZE	2726
	Apt Elev	2727

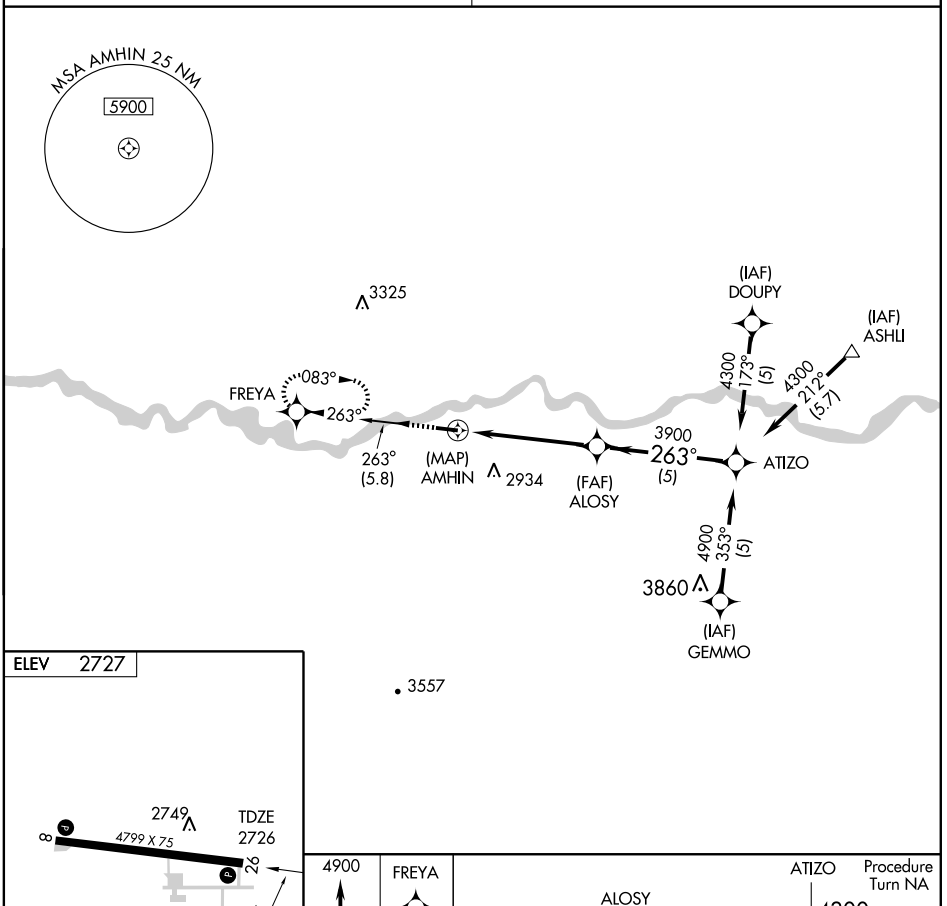
GPS RWY 26

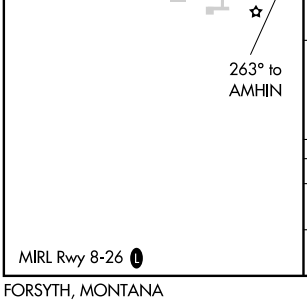
FORSYTH/ TILLITT FIELD (1S3)

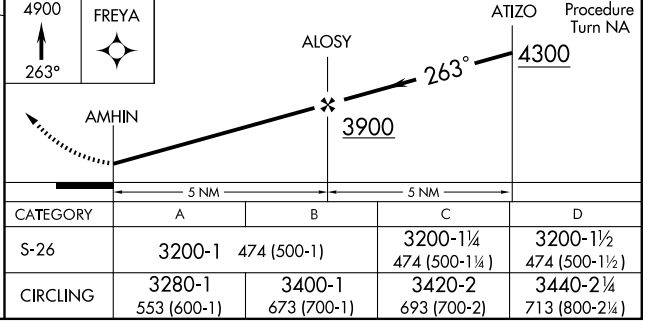
NA Use Miles City altimeter setting, when not available, except for operators with approved weather reporting services, procedure not authorized.

MISSED APPROACH: Climb to 4900 via 263° course to FREYA WP and hold.

GREAT FALLS RADIO	UNICOM
122.2 255.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	3200-1 474 (500-1)		3200-1¼ 474 (500-1¼)	3200-1½ 474 (500-1½)
CIRCLING	3280-1 553 (600-1)	3400-1 673 (700-1)	3420-2 693 (700-2)	3440-2¼ 713 (800-2¼)

MIRL Rwy 8-26 L

NW-1, 26 AUG 2010 to 23 SEP 2010

NDB FOR	APP CRS		
236	257°	Rwy Idg	4799
		TDZE	2726
		Apt Elev	2727

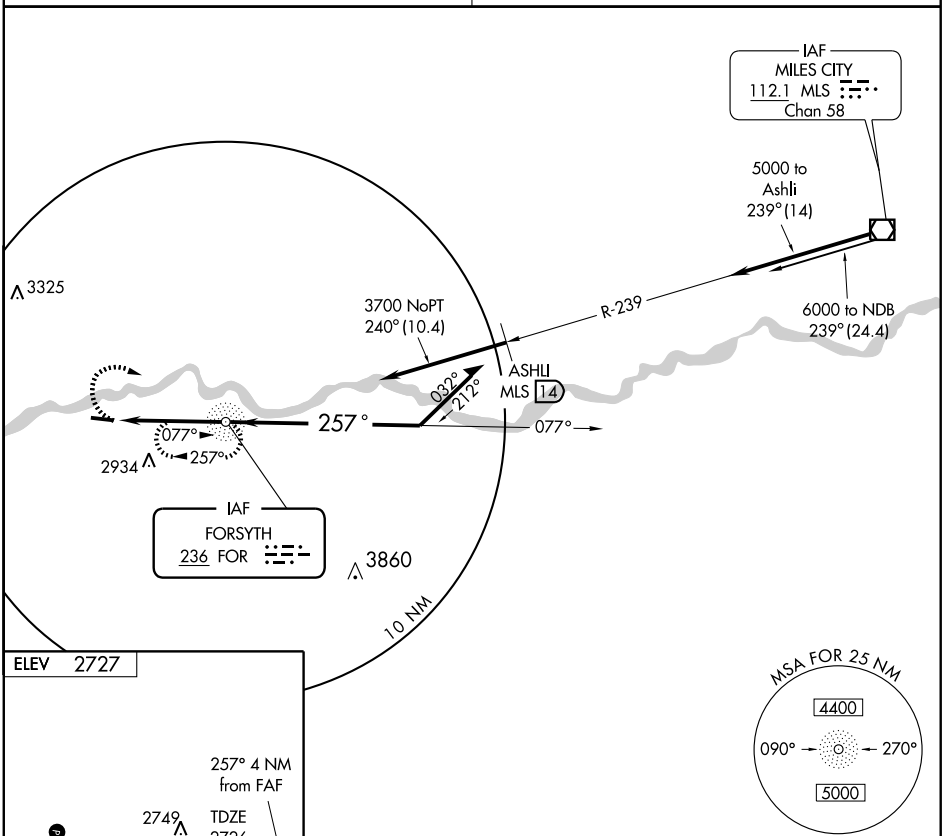
NDB RWY 26

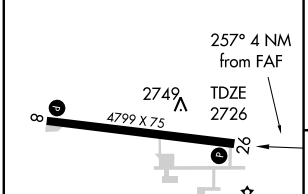
FORSYTH/ TILLITT FIELD (1S3)

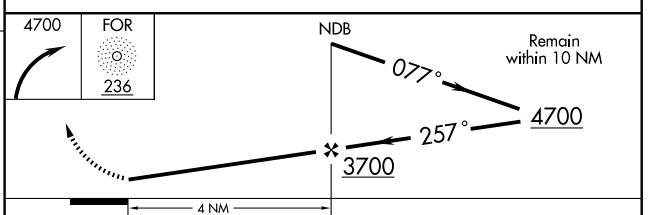
NA — Use Miles City altimeter setting, when not available, except for operators with approved weather reporting services, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4700 direct FOR NDB and hold.

GREAT FALLS RADIO	UNICOM
122.2 255.4	122.8 (CTAF) L







MIRL Rwy 8-26 L

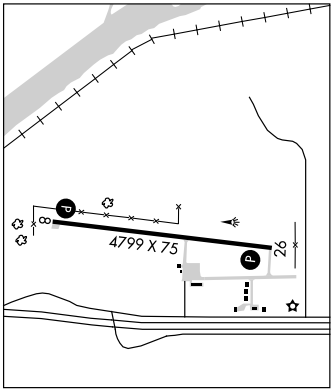
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-26	3340-1 614 (700-1)		3340-1¾ 614 (700-1¾)	3340-2 614 (700-2)
CIRCLING	3340-1 614 (700-1)	3420-1 694 (700-1)	3420-2 694 (700-2)	3440-2¼ 714 (800-2¼)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

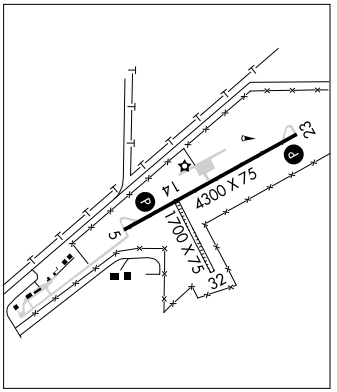
FORSYTH

TILLITT FLD (1S3) 3 E UTC−7(−6DT) N46°16.27′ W106°37.43′ **BILLINGS**
2727 B S4 **FUEL** 100LL NOTAM FILE GTF **L–13D**
RWY 08–26: H4799X75 (ASPH–PFC) S–12, D–16 MIRL **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 29′. Trees.
RWY 26: PAPI(P2L)—GA 3.0° TCH 29′. Road.
AIRPORT REMARKS: Attended irregularly. Rwy 26 PAPI OTS indef. MIRL Rwy 08–26 operates dusk–0500Z‡, after 0500Z‡ ACTIVATE—CTAF. ACTIVATE PAPI Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.
MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 242° 28.7 NM to fld. 2640/15E.
FORSYTH NDB (MHW) 236 FOR N46°16.17′ W106°31.05′ 257° 4.4 NM to fld. NOTAM FILE GTF.



FORT BELKNAP AGENCY (See HARLEM)

FORT BENTON (79S) 1 NE UTC−7(−6DT) N47°50.71′ W110°38.19′ **GREAT FALLS**
2869 B S4 **FUEL** 100LL NOTAM FILE GTF **L–13C**
RWY 05–23: H4300X75 (ASPH) S–12.5 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 3.0° TCH 40′ P–line.
RWY 23: PAPI(P2L) GA 3.0° TCH 40′.
RWY 14–32: 1700X75 (DIRT)
RWY 14: P–line.
AIRPORT REMARKS: Unattended. Call in advance for fuel 406–622–3221/5249/3489. For svcs call 406–622–3489. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 05 and Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (406) 622–5976.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.
GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 037° 39.4 NM to fld. 3672/16E.
COMM/NAV/WEATHER REMARKS: AWOS–A plus visibility.



FORT PECK (37S) 1 W UTC−7(−6DT) N48°00.30′ W106°28.93′ **BILLINGS**
2290 **FUEL** 100LL NOTAM FILE GTF
RWY 12–30: 4100X125 (TURF)
RWY 12: Thld dsplcd 1300′.
RWY 05–23: 2700X100 (TURF)
RWY 05: P–line. **RWY 23:** P–line.
AIRPORT REMARKS: Unattended. For fuel call 406–228–2433 or 406–228-4848. Ultralights on and invof arpt.
COMMUNICATIONS: CTAF 122.9

RNAV (GPS) RWY 23

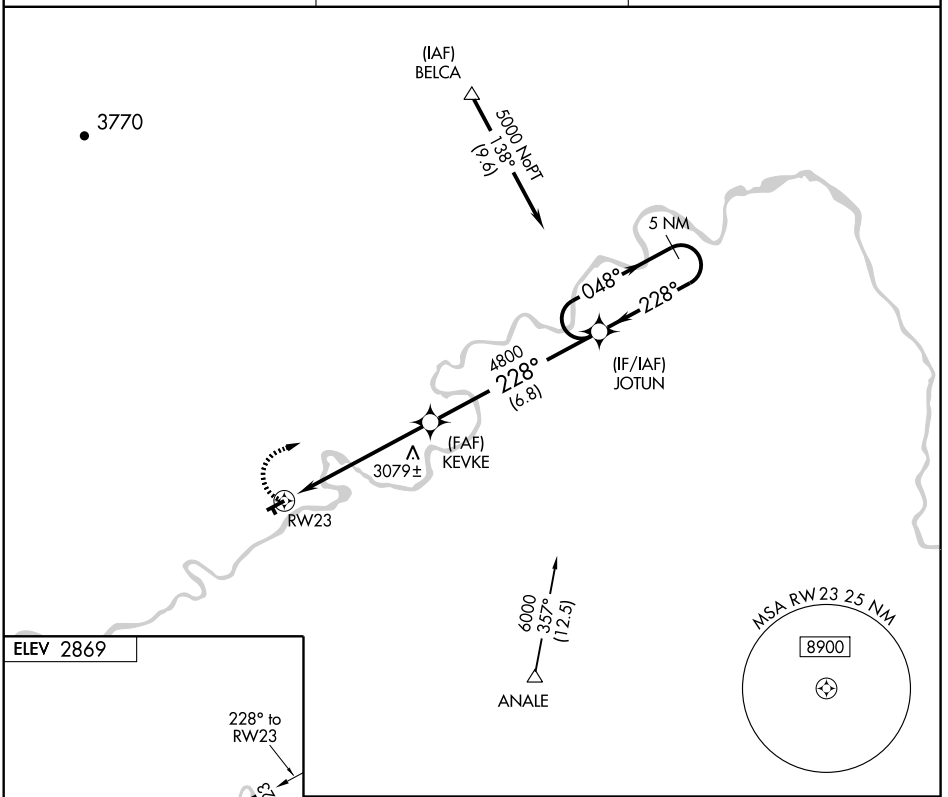
FORT BENTON (79S)

APP CRS	Rwy Idg	4300
228°	TDZE	2864
	Apt Elev	2869

DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Great Falls altimeter setting and increase all MDA 280 feet and all Cat B and C visibilities 1 mile.

MISSED APPROACH: Climbing right turn to 5000 direct JOTUN and hold.

AWOS-A	SALT LAKE CENTER	UNICOM
122.8	133.4 285.4	122.8 (CTAF) L

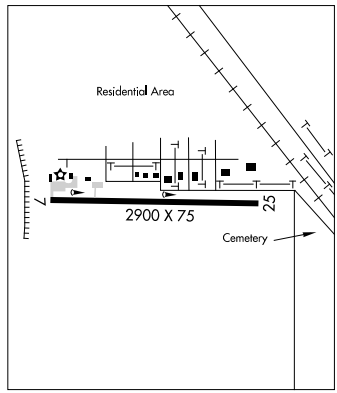


CATEGORY	A	B	C	D
LNAV MDA	3340-1	476 (500-1)	3340-1¼ 476 (500-1¼)	NA
CIRCLING	3340-1	471 (500-1)	3340-1½ 471 (500-1½)	NA

MIRL Rwy 5-23 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

GERALDINE (5U8) 0 S UTC−7(−6DT) N47°35.80′ W110°15.96′ — GREAT FALLS L–13D
3173 B NOTAM FILE GTF
RWY 07–25: H2900X75 (ASPH) LIRL
RWY 07: Ground. **RWY 25:** P–line.
AIRPORT REMARKS: Unattended. Rwy 07–25 has 4 shallow holes up to 8′ diameter, broken pavement, 25′ from the west end. ACTIVATE LIRL Rwy 07–25—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.
LEWISTOWN (H) VORW/DME 112.0 LWT Chan 57 N47°03.18′ W109°36.37′ 306° 42.3 NM to fld. 4133/15E.



GLACIER PARK INTL (See KALISPELL)

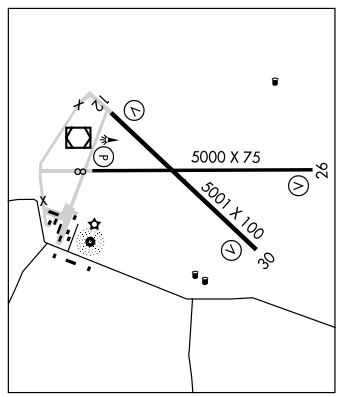
GLASGOW N48°12.92′ W106°37.53′. NOTAM FILE GGW. — BILLINGS H–1E, 2F, L–13D
(H) VORW/DME 113.9 GGW Chan 86 at Wokal Fld/Glasgow Intl 2280/14E.
RCO 122.25 (GREAT FALLS RADIO)

GLASGOW

WOKAL FLD/GLASGOW INTL (GGW) 1 NE UTC−7(−6DT) N48°12.75′ W106°36.88′ — BILLINGS H–1E, 2F, L–13D
2296 B S4 **FUEL** 100, JET A1 + Class III, ARFF Index A NOTAM FILE GGW — IAP
RWY 12–30: H5001X100 (ASPH–AFSC) S–55, D–70, 2S–89, 2D–100 MIRL
RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 38′.
RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 40′.
RWY 08–26: H5000X75 (ASPH–GRVD) S–25, D–45, 2D–75 MIRL
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 26: REIL. VASI(V2L)—GA 3.0° TCH 26′.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 12:	TORA–5001	TODA–5001	ASDA–5001	LDA–5001
RWY 26:	TORA–5000	TODA–5000	ASDA–6047	LDA–5000
RWY 30:	TORA–5001	TODA–5001	ASDA–5231	LDA–5001

AIRPORT REMARKS: Attended 1500–0000Z‡. Airfield surface conditions unmonitored 0400–1030Z‡. For svc after hrs phone 406–228–4023. After hours credit card fueling. ACTIVATE MIRL Rwy 08–26 and Rwy 12–30, REIL Rwy 08, Rwy 12, Rwy 26 and Rwy 30 —CTAF. VASI Rwy 12, Rwy 26 and Rwy 30 and PAPI Rwy 08 operate 24 hrs. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 135.175 (406) 228–8294.
COMMUNICATIONS: CTAF/UNICOM 122.8
GLASGOW RCO 122.25 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′ at fld. 2280/14E.
MILK RIVER NDB (HW) 339 MKR N48°12.47′ W106°37.57′ at fld.



GLENDIVE N47°08.00′W104°48.28′ NOTAM FILE GDV. — BILLINGS L–13E
NDB (HW) 410 GDV at Dawson Community.
RCO 122.55 (GREAT FALLS RADIO)

APP CRS	Rwy Idg	5001
120°	TDZE	2291
	Apt Elev	2294

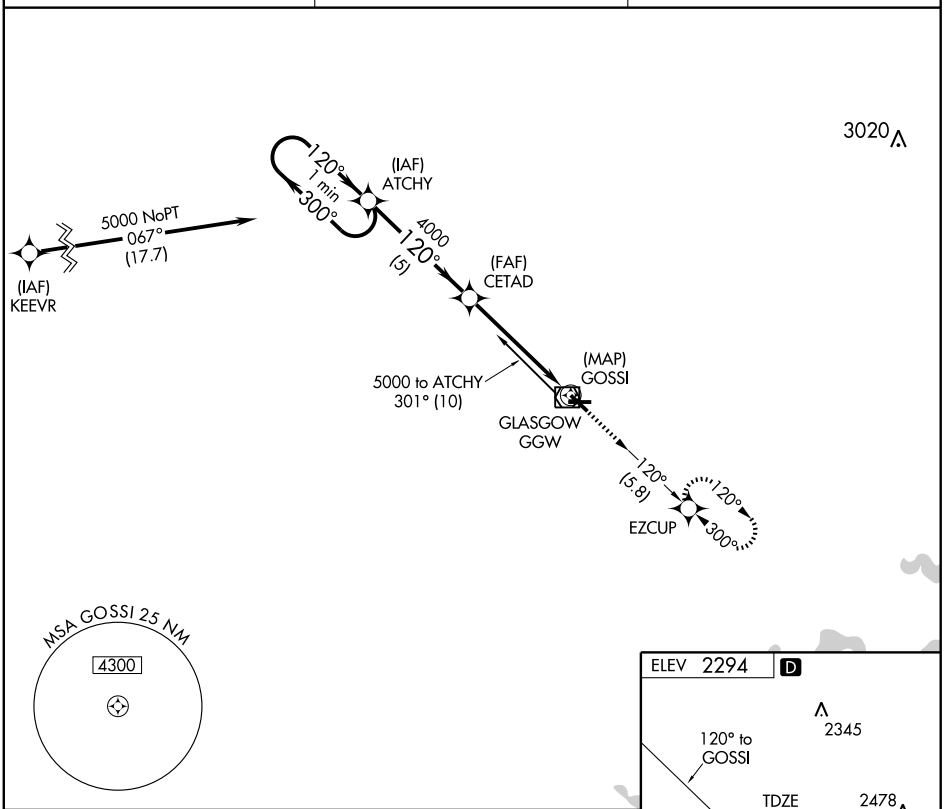
GPS RWY 12

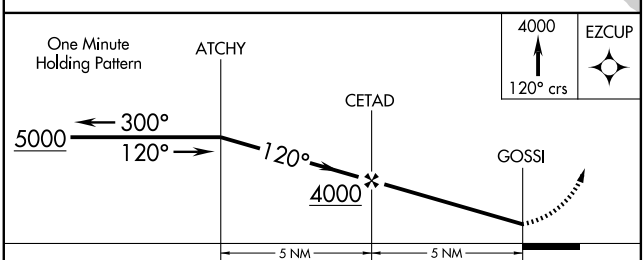
GLASGOW/WOKAL FIELD/GLASGOW INTL (GGW)

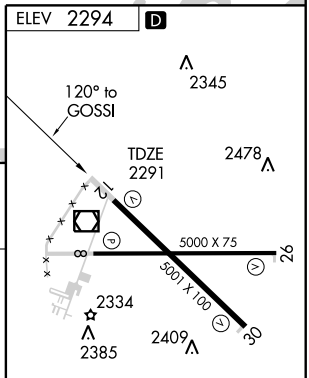
NA

MISSED APPROACH: Climb to 4000 via 120° course to EZCUP WP and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	2720-1	429 (500-1)	2720-1¼ 429 (500-1¼)	2720-1½ 429 (500-1½)
CIRCLING	2780-1	486 (500-1)	2780-1½ 486 (500-1½)	2860-2 566 (600-2)

REIL Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NDB MKR	APP CRS	Rwy Idg	5001
339	272°	TDZE	2291
		Apt Elev	2294

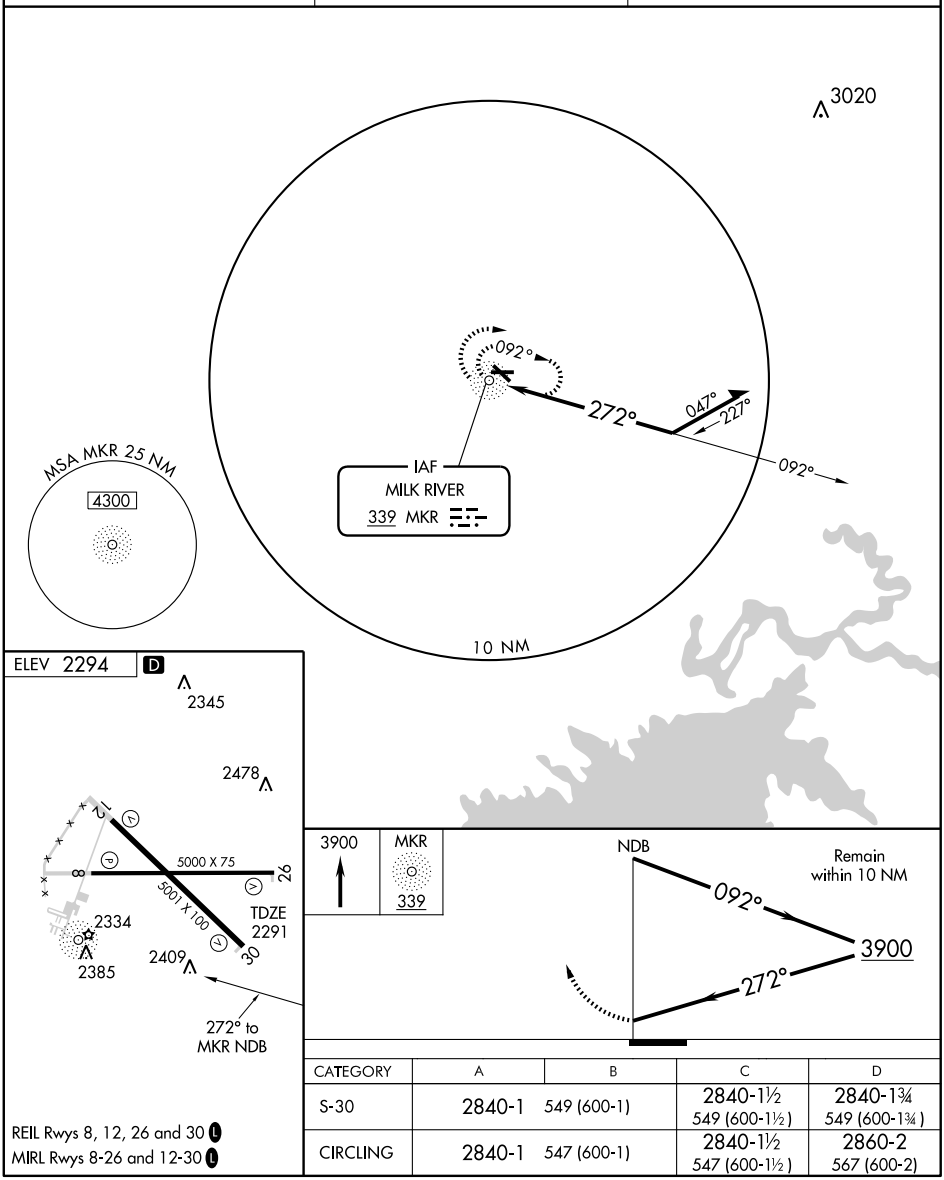
NDB RWY 30

GLASGOW/WOKAL FIELD/GLASGOW INTL (GGW)

ACTIVATE MIRL Rwys 8-26 and 12-30-CTAF.

MISSED APPROACH: Climb to 3900 in MKR NDB holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.175	126.85 305.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-30	2840-1	549 (600-1)	2840-1½ 549 (600-1½)	2840-1¾ 549 (600-1¾)
CIRCLING	2840-1	547 (600-1)	2840-1½ 547 (600-1½)	2860-2 567 (600-2)

REIL Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME GGW 113.9 Chan 86	APP CRS 293°	Rwy Idg 5001 TDZE 2291 Apt Elev 2294

VOR or GPS RWY 30

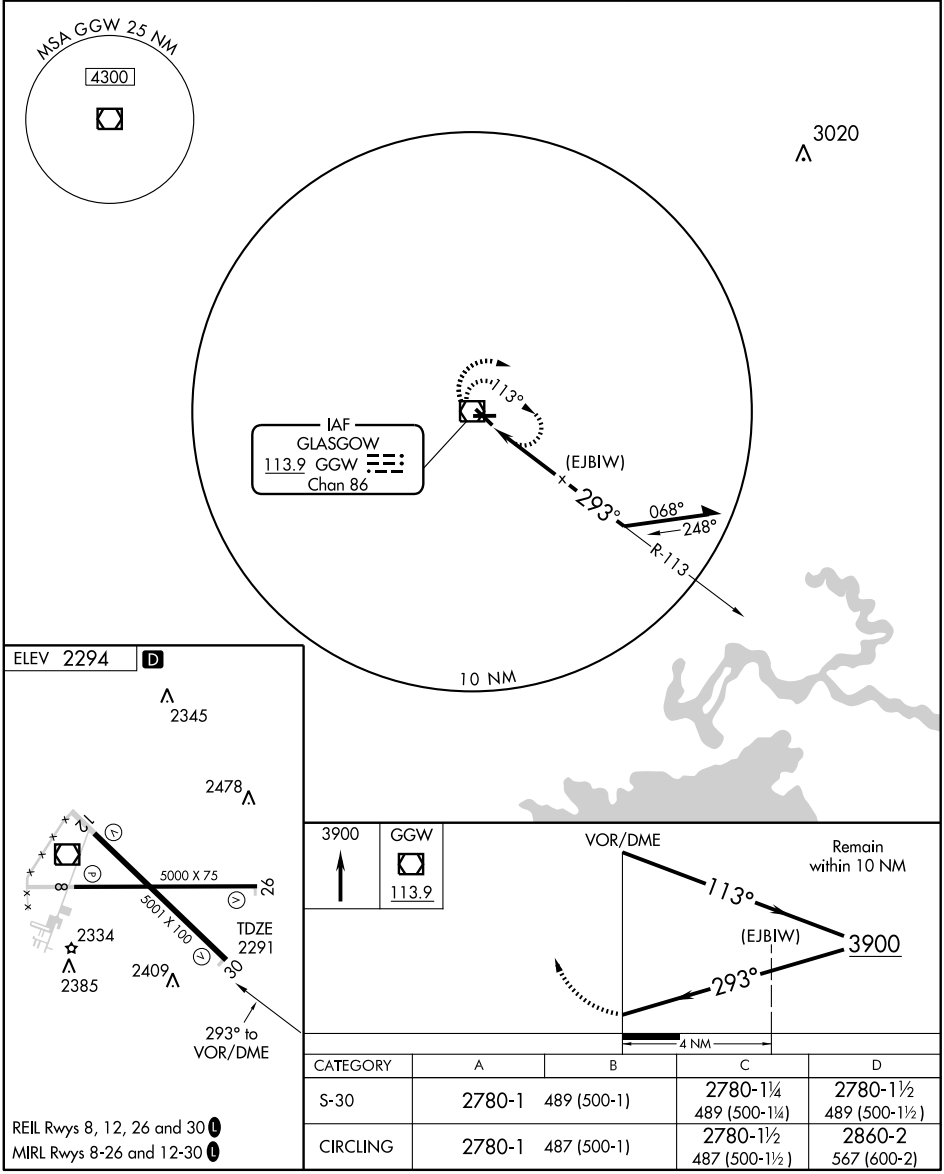
GLASGOW/WOKAL FIELD/GLASGOW INTL (GGW)

ACTIVATE MIRL Rwys 8-26 and 12-30-CTAF.

MISSED APPROACH: Climb to 3900 in GGW VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.175	126.85 305.2	122.8 (CTAF) L

NW-1, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-30	2780-1	489 (500-1)	2780-1¼ 489 (500-1¼)	2780-1½ 489 (500-1½)
CIRCLING	2780-1	487 (500-1)	2780-1½ 487 (500-1½)	2860-2 567 (600-2)

REIL Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L

VOR/DME GGW	APP CRS	Rwy Idg	5001
113.9	133°	TDZE	2291
Chan 86		Apt Elev	2294

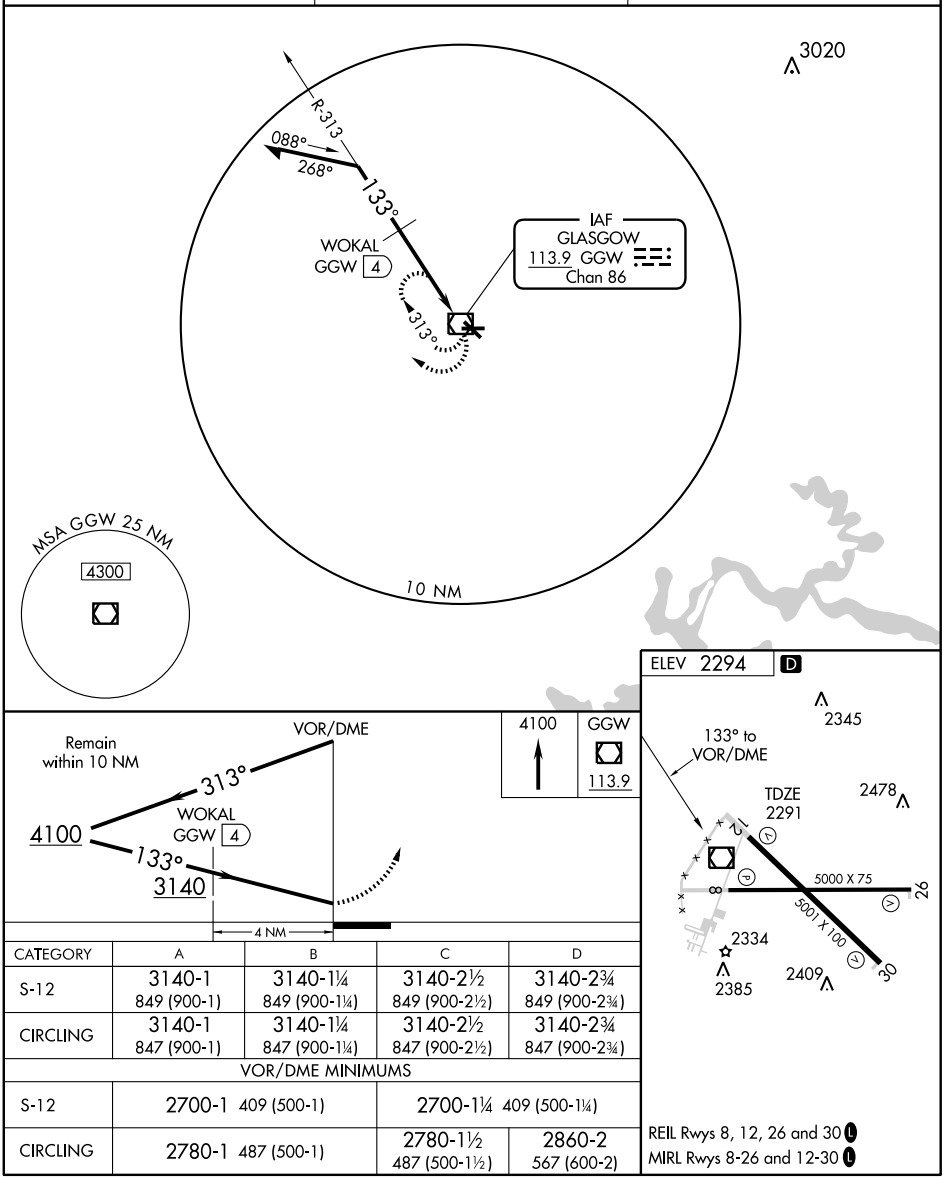
VOR RWY 12

GLASGOW/WOKAL FIELD/GLASGOW INTL (GGW)

ACTIVATE MIRL Rwys 8-26 and 12-30-CTAF.

MISSED APPROACH: Climb to 4100 in GGW VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.175	126.85 305.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-12	3140-1 849 (900-1)	3140-1¼ 849 (900-1¼)	3140-2½ 849 (900-2½)	3140-2¾ 849 (900-2¾)
CIRCLING	3140-1 847 (900-1)	3140-1¼ 847 (900-1¼)	3140-2½ 847 (900-2½)	3140-2¾ 847 (900-2¾)
VOR/DME MINIMUMS				
S-12	2700-1 409 (500-1)		2700-1¼ 409 (500-1¼)	
CIRCLING	2780-1 487 (500-1)		2780-1½ 487 (500-1½)	2860-2 567 (600-2)

REIL Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

GLENDIVE

DAWSON COMMUNITY (GDV) 4 NW UTC−7(−6DT) N47°08.32′ W104°48.43′

BILLINGS
H–1E, 2G, L–13E
IAP

2458 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE GDV

RWY 12–30: H5704X100 (ASPH–PFC) S–38, D–50 MIRL

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 37′. Road.

RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 37′.

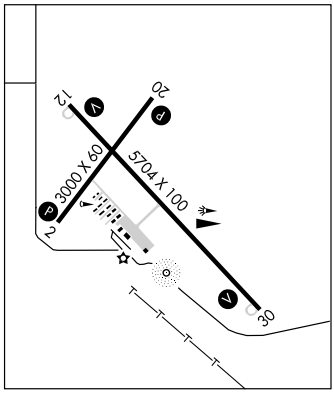
RWY 02–20: H3000X60 (ASPH) MIRL

RWY 02: PAPI(P2L)—GA 3.0° TCH 26′.

RWY 20: PAPI(P2L)—GA 3.0° TCH 24′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 12:	TORA–5704	TODA–5704	ASDA–5704	LDA–5704
RWY 20:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 30:	TORA–5704	TODA–5704	ASDA–5704	LDA–5704



AIRPORT REMARKS: Attended 1430–0130Z‡. MIRL Rwy 02–20 and Rwy 12–30, VASI Rwy 12 and Rwy 30, PAPI Rwy 02 and Rwy 20 opr dusk–0500Z‡; after 0500Z‡ ACTIVATE—CTAF. Rwy 12 and Rwy 30 REIL OTS indef.

WEATHER DATA SOURCES: AWOS–3 135.075 (406) 687–3346.

COMMUNICATIONS: CTAF/UNICOM 122.8

GLENDIVE RCO 122.55 (GREAT FALLS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 031° 65.6 NM to fld. 2640/15E.

GLENDIVE NDB (HW) 410 GDV N47°08.00′ W104°48.28′ at fld. NOTAM FILE GDV.

GREAT FALLS INTL (GTF) 3 SW UTC−7(−6DT) N47°28.96′ W111°22.24′

GREAT FALLS
H–1D, L–13C
IAP, AD

3680 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—4480(800) AOE
Class I, ARFF Index C NOTAM FILE GTF

RWY 03–21: H10502X150 (ASPH–GRVD) S–150, D–173, 2S–175, 2D–331, 2D/D1–555, 2D/2D2–555 HIRL CL

RWY 03: TDZL. ALSF2. PAPI(P4L)—GA 3.0° TCH 70′. Road.

RWY 21: REIL. PAPI(P4R)—GA 3.0° TCH 75′. 0.3% up.

RWY 16–34: H5722X150 (ASPH) S–95, D–120, 2S–152, 2D–190 HIRL 0.5% up S

RWY 16: Thld dsplcd 652′.

RWY 34: PAPI(P4L)—GA 3.0° TCH 50′.

RWY 07–25: H4294X75 (ASPH–PFC) S–25 MIRL 0.4% up E

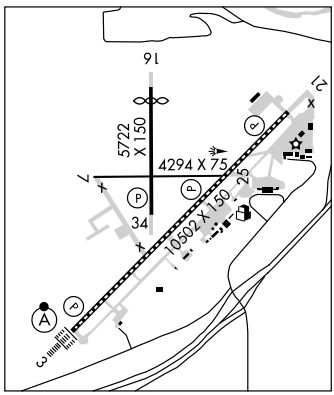
RWY 25: PAPI(P4L)—GA 3.3° TCH 40′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–10502	TODA–10502	ASDA–10502	LDA–10502
RWY 07:	TORA–4294	TODA–4294	ASDA–4294	LDA–4294
RWY 16:	TORA–5722	TODA–5722	ASDA–5070	LDA–5070
RWY 21:	TORA–10502	TODA–10502	ASDA–10502	LDA–10502
RWY 25:	TORA–4294	TODA–4294	ASDA–4294	LDA–4294
RWY 34:	TORA–5070	TODA–5070	ASDA–5070	LDA–5070

ARRESTING GEAR/SYSTEM

RWY 03 BAK–14 BAK–12B(B) (1400′)



BAK–14 BAK–12B(B) (1500′) **RWY 21**

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy 07–25 not avbl for air carrier tkf and ldg of acft with more than 30 passenger seats. Rwy 03 RVR touchdown, midfield, rollout avbl. Rwy 07–25 between Rwys 03–21 and 16–34 unrestricted weight and avbl for air carrier taxiing acft. REIL Rwy 21 opr continuously when the rwy lgts are on. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (406) 452–9844.

COMMUNICATIONS: ATIS 126.6 **UNICOM** 122.95

RCO 122.6 (GREAT FALLS RADIO)

Ⓡ **APP/DEP CON** 128.6

TOWER 118.7 **GND CON** 121.7 **CLNC DEL** 121.7

AIRSPACE: TRSA svc ctc **APP CON** on 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.

(H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 025° 2.6 NM to fld. 3672/16E.

TRULY NDB (HW) 371 ITU N47°21.95′ W111°22.37′ 345° 7.0 NM to fld.

ILS/DME 111.3 I–SMR Chan 50 Rwy 03. Class IIIE.

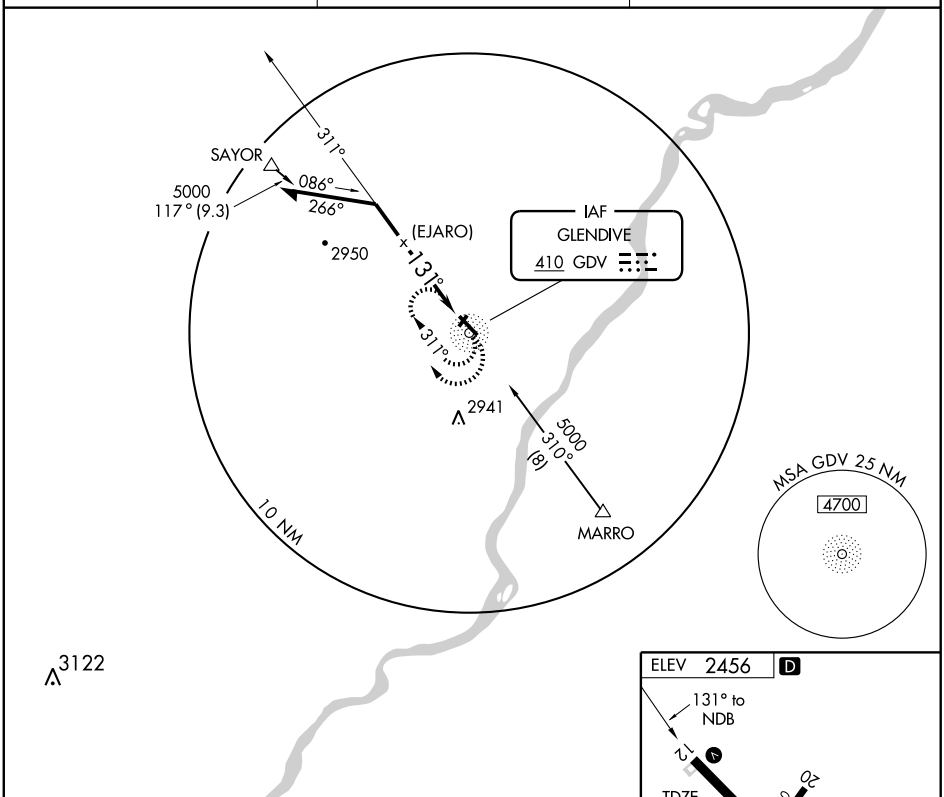
NDB GDV 410	APP CRS 131°	Rwy Idg 5704 TDZE 2456 Apt Elev 2456

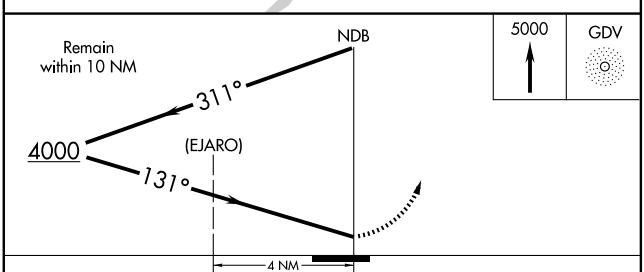
NDB or GPS RWY 12

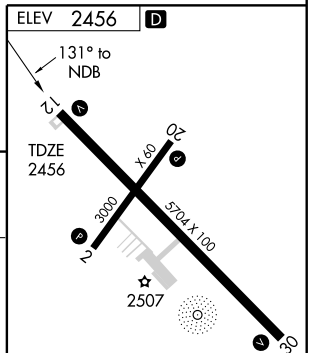
GLENDIVE/ DAWSON COMMUNITY (GDV)

MISSED APPROACH: Climb to 5000 in GDV NDB holding pattern.

AWOS-3	GREAT FALLS RADIO	UNICOM
135.075	122.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	3300-1 844 (900-1)	3300-1¼ 844 (900-1¼)	3300-2½ 844 (900-2½)	3300-2¾ 844 (900-2¾)
CIRCLING	3300-1 844 (900-1)	3300-1¼ 844 (900-1¼)	3300-2½ 844 (900-2½)	3300-2¾ 844 (900-2¾)

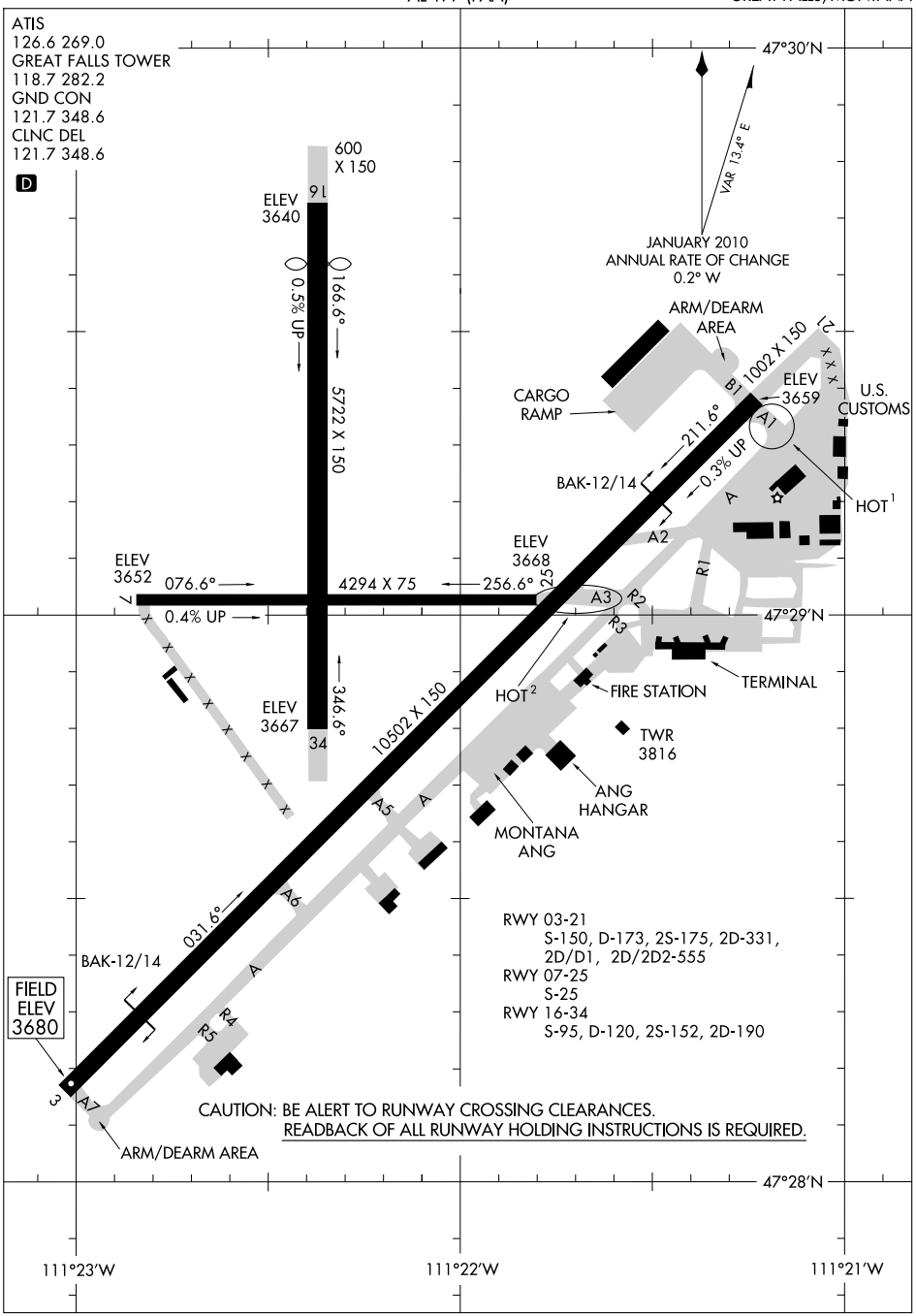
MIRL Rwys 2-20 and 12-30 L
REIL Rwys 12 and 30

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-177 (FAA)

GREAT FALLS INTL (GTF)
GREAT FALLS, MONTANA



NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

GREAT FALLS, MONTANA
GREAT FALLS INTL (GTF)

10210

GLENDIVE

DAWSON COMMUNITY (GDV) 4 NW UTC−7(−6DT) N47°08.32′ W104°48.43′

BILLINGS
H–1E, 2G, L–13E
IAP

2458 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE GDV

RWY 12–30: H5704X100 (ASPH–PFC) S–38, D–50 MIRL

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 37′. Road.

RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 37′.

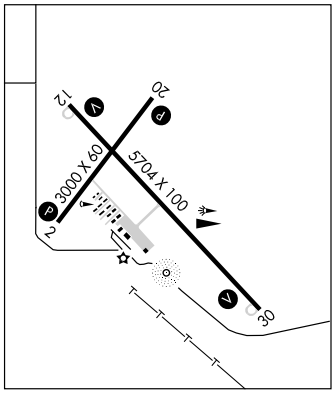
RWY 02–20: H3000X60 (ASPH) MIRL

RWY 02: PAPI(P2L)—GA 3.0° TCH 26′.

RWY 20: PAPI(P2L)—GA 3.0° TCH 24′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 12:	TORA–5704	TODA–5704	ASDA–5704	LDA–5704
RWY 20:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 30:	TORA–5704	TODA–5704	ASDA–5704	LDA–5704



AIRPORT REMARKS: Attended 1430–0130Z‡. MIRL Rwy 02–20 and Rwy 12–30, VASI Rwy 12 and Rwy 30, PAPI Rwy 02 and Rwy 20 opr dusk–0500Z‡; after 0500Z‡ ACTIVATE—CTAF. Rwy 12 and Rwy 30 REIL OTS indef.

WEATHER DATA SOURCES: AWOS–3 135.075 (406) 687–3346.

COMMUNICATIONS: CTAF/UNICOM 122.8

GLENDIVE RCO 122.55 (GREAT FALLS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 031° 65.6 NM to fld. 2640/15E.

GLENDIVE NDB (HW) 410 GDV N47°08.00′ W104°48.28′ at fld. NOTAM FILE GDV.

GREAT FALLS INTL (GTF) 3 SW UTC−7(−6DT) N47°28.96′ W111°22.24′

GREAT FALLS
H–1D, L–13C
IAP, AD

3680 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—4480(800) AOE
Class I, ARFF Index C NOTAM FILE GTF

RWY 03–21: H10502X150 (ASPH–GRVD) S–150, D–173, 2S–175, 2D–331, 2D/D1–555, 2D/2D2–555 HIRL CL

RWY 03: TDZL. ALSF2. PAPI(P4L)—GA 3.0° TCH 70′. Road.

RWY 21: REIL. PAPI(P4R)—GA 3.0° TCH 75′. 0.3% up.

RWY 16–34: H5722X150 (ASPH) S–95, D–120, 2S–152, 2D–190 HIRL 0.5% up S

RWY 16: Thld dsplcd 652′.

RWY 34: PAPI(P4L)—GA 3.0° TCH 50′.

RWY 07–25: H4294X75 (ASPH–PFC) S–25 MIRL 0.4% up E

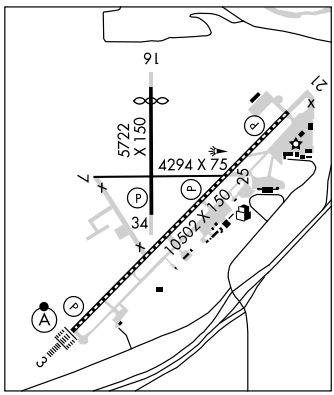
RWY 25: PAPI(P4L)—GA 3.3° TCH 40′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–10502	TODA–10502	ASDA–10502	LDA–10502
RWY 07:	TORA–4294	TODA–4294	ASDA–4294	LDA–4294
RWY 16:	TORA–5722	TODA–5722	ASDA–5070	LDA–5070
RWY 21:	TORA–10502	TODA–10502	ASDA–10502	LDA–10502
RWY 25:	TORA–4294	TODA–4294	ASDA–4294	LDA–4294
RWY 34:	TORA–5070	TODA–5070	ASDA–5070	LDA–5070

ARRESTING GEAR/SYSTEM

RWY 03 BAK–14 BAK–12B(B) (1400′)



BAK–14 BAK–12B(B) (1500′) **RWY 21**

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy 07–25 not avbl for air carrier tkf and ldg of acft with more than 30 passenger seats. Rwy 03 RVR touchdown, midfield, rollout avbl. Rwy 07–25 between Rwys 03–21 and 16–34 unrestricted weight and avbl for air carrier taxiing acft. REIL Rwy 21 opr continuously when the rwy lgts are on. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (406) 452–9844.

COMMUNICATIONS: ATIS 126.6 **UNICOM** 122.95

RCO 122.6 (GREAT FALLS RADIO)

Ⓡ **APP/DEP CON** 128.6

TOWER 118.7 **GND CON** 121.7 **CLNC DEL** 121.7

AIRSPACE: TRSA svc ctc **APP CON** on 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.

(H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 025° 2.6 NM to fld. 3672/16E.

TRULY NDB (HW) 371 ITU N47°21.95′ W111°22.37′ 345° 7.0 NM to fld.

ILS/DME 111.3 I–SMR Chan 50 Rwy 03. Class IIIE.

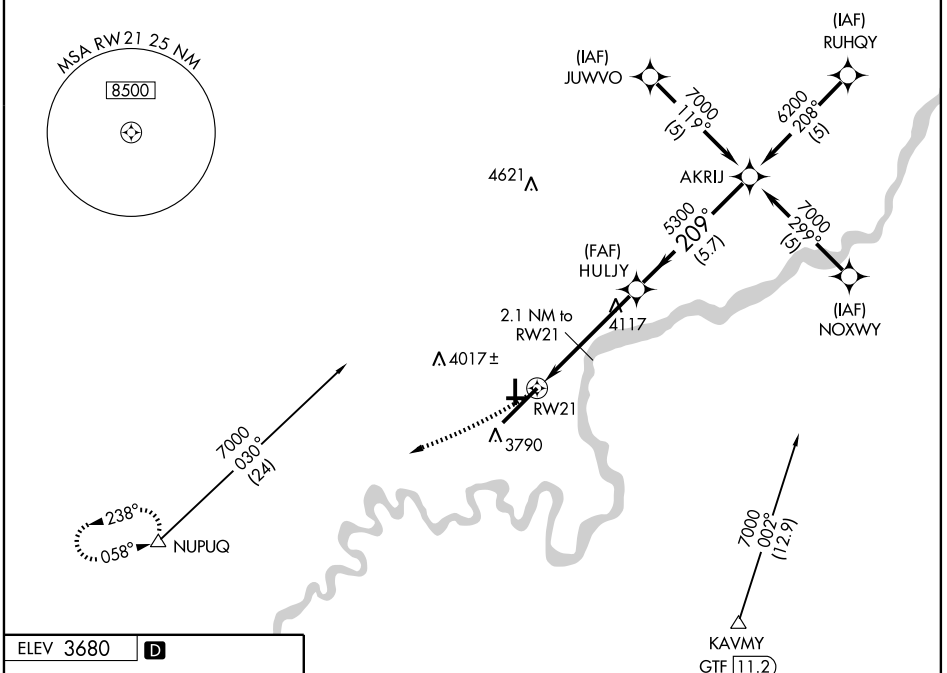
APP CRS	Rwy Idg	10502
209°	TDZE	3669
	Apt Elev	3680

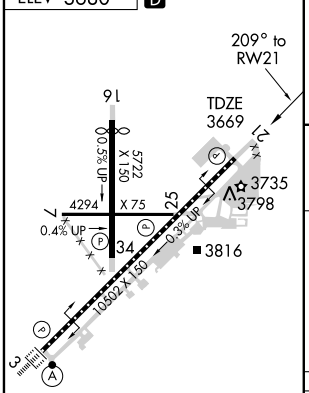
GPS RWY 21
GREAT FALLS INTL (GTF)

NA

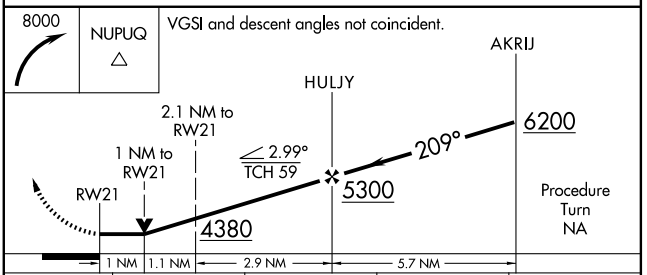
MISSED APPROACH: Climbing right turn to 8000 direct NUPUQ WP and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6





TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 7-25
HIRL Rwy 3-21 and 16-34



CATEGORY	A	B	C	D
S-21	4040-1 371 (400-1)			4040-1¼ 371 (400-1¼)
CIRCLING	4120-1 440 (500-1)	4140-1 460 (500-1)	4140-1½ 460 (500-1½)	4240-2 560 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5070
344°	TDZE	3669
	Apt Elev	3677

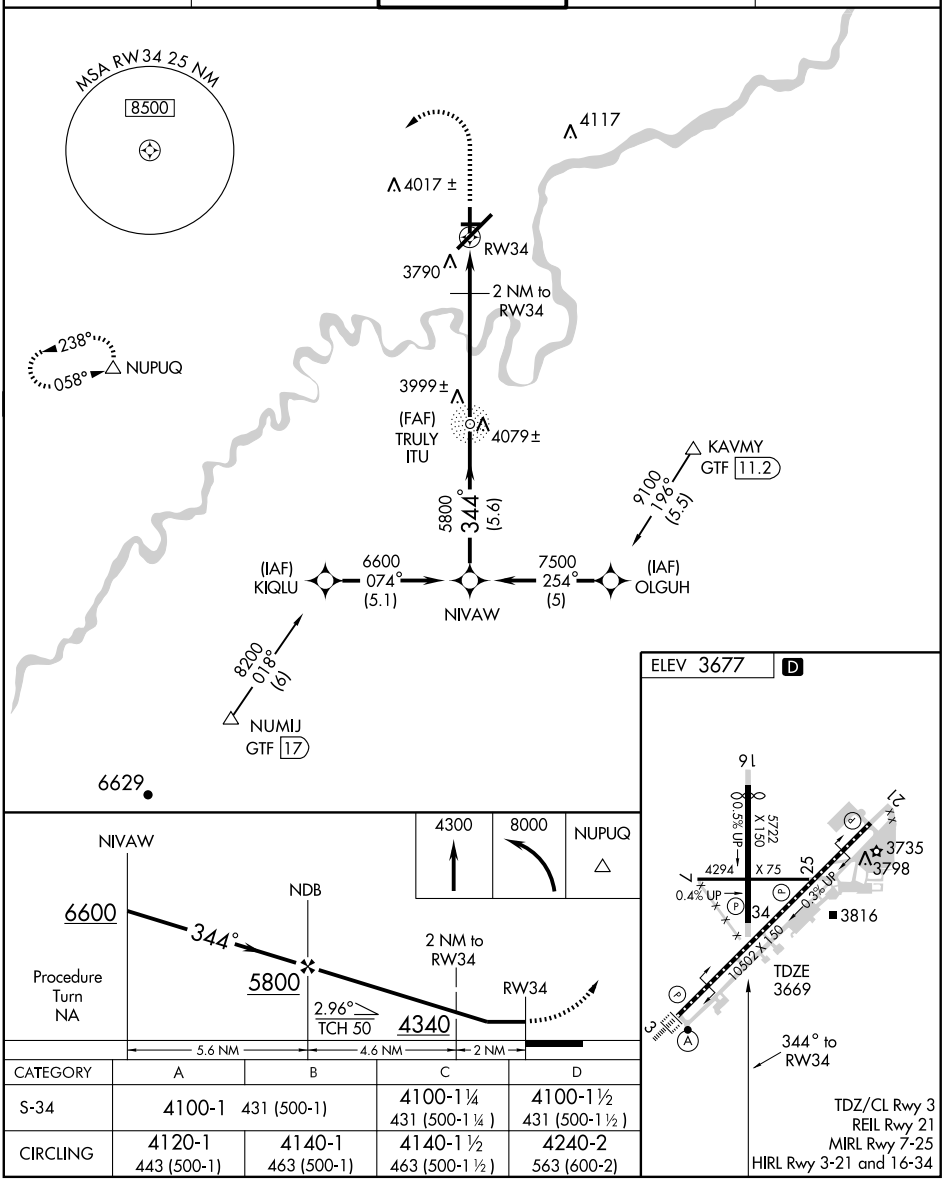
GPS RWY 34
GREAT FALLS INTL (GTF)

NA

MISSED APPROACH: Climb to 4300, then climbing left turn to 8000 direct NUPUQ WP and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6

NW-1, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-34	4100-1 431 (500-1)		4100-1¼ 431 (500-1¼)	4100-1½ 431 (500-1½)
CIRCLING	4120-1 443 (500-1)	4140-1 463 (500-1)	4140-1½ 463 (500-1½)	4240-2 563 (600-2)

TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 7-25
HIRL Rwy 3-21 and 16-34

HI-ILS or LOC/DME RWY 3

LOC I-SMR	APCH CRS	Rwy ldg 10,502
111.3	029°	TDZE 3680
Chan 50		Arpt Elev 3680

JAL 177 [USAF]

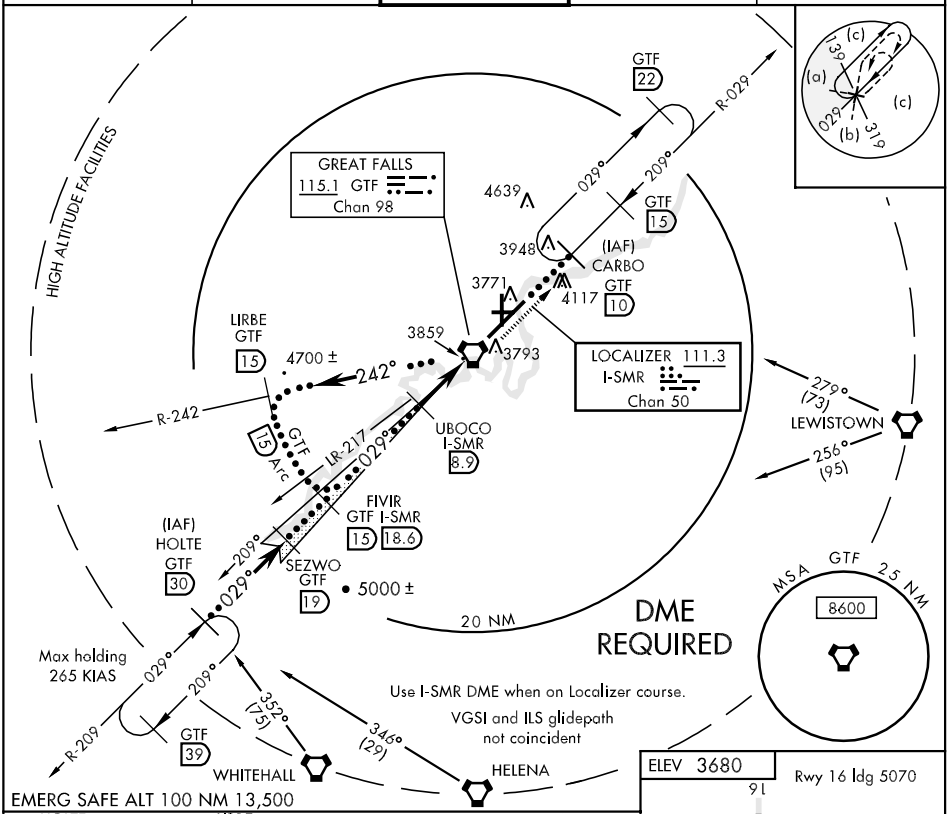
GREAT FALLS INTL (KGTF)

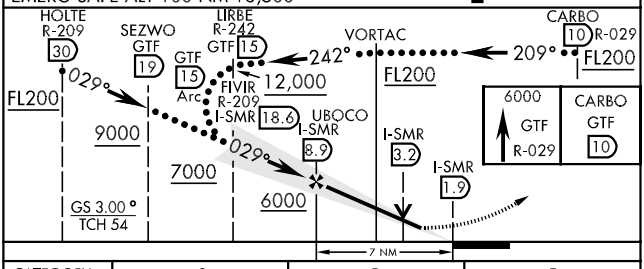
* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile.

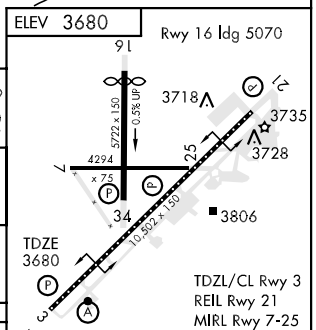
ALSF-2

MISSED APPROACH: Climb to 6000 via GTF VORTAC R-029to CARBO 10 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6







CATEGORY	C	D	E
S-ILS 3	3880/24	200	(200-½)
S-LOC 3 *	4160/40 480 (500-¾)	4160/50 480 (500-1)	4160/60 480 (500-1¼)
CIRCLING	4160-1½ 480 (500-1½)	4240-2 560 (600-2)	4420-2½ 740 (800-2½)

FAF to MAP 7 NM					
Knots	120	140	160	180	200
Min:Sec	3:30	3:00	2:38	2:20	2:06

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HI-VOR/DME or TACAN RWY 3

VORTAC GTF	APCH CRS	Rwy ldg 10,502
115.1	029°	TDZE 3674
Chan 98		Arpt Elev 3680

JAL 177 [USAF]

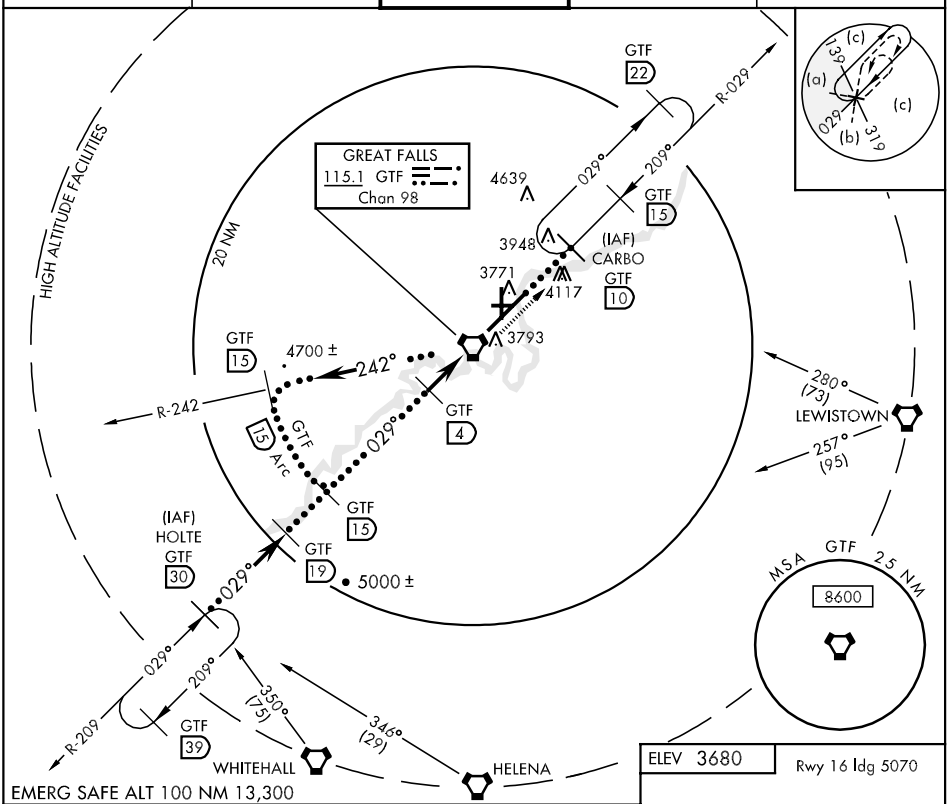
GREAT FALLS INTL (KGTF)

* When ALS inop, increase CAT DE RVR to 60 and vis to 1¼ miles.

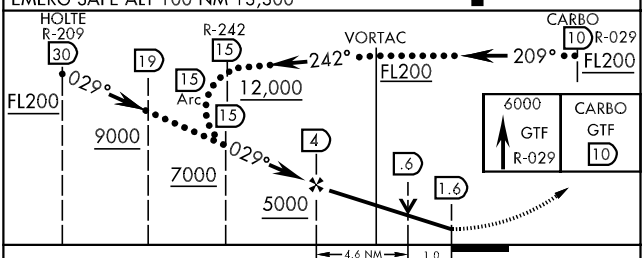
ALSF-2

MISSED APPROACH: Climb to 6000 via GTF R-029 to CARBO 10 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



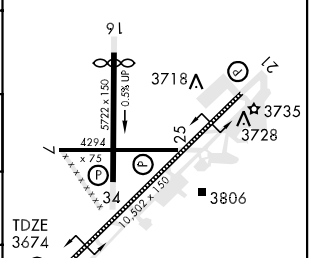
EMERG SAFE ALT 100 NM 13,300



CATEGORY	C	D	E
S-3 *	4060/24 386 (400-½)	4060/50 386 (400-1)	
CIRCLING	4140-1½ 466 (500-1½)	4240-2 566 (600-2)	4420-2¾ 746 (800-2¾)

ELEV 3680

Rwy 16 ldg 5070



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HI-VOR/DME or TACAN RWY 21

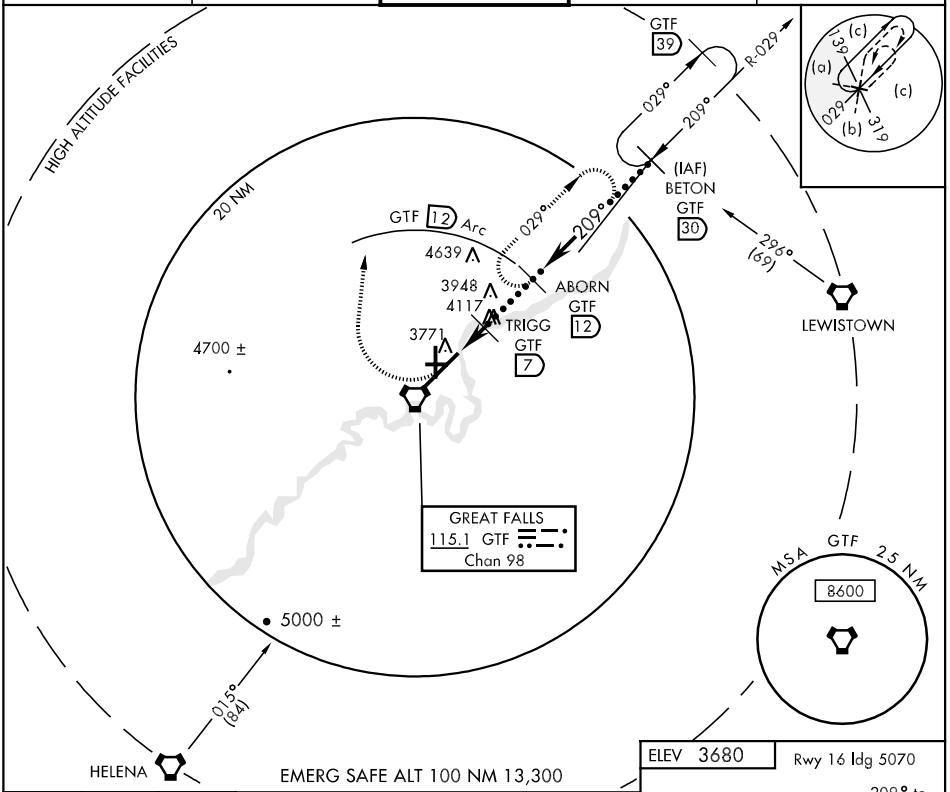
VORTAC GTF	APCH CRS	Rwy ldg 10,502
115.1	209°	TDZE 3665
Chan 98		Arpt Elev 3680

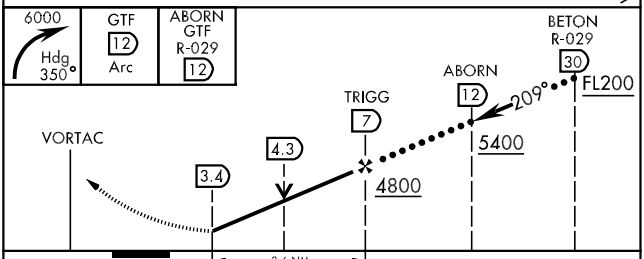
JAL-177 [USAF]

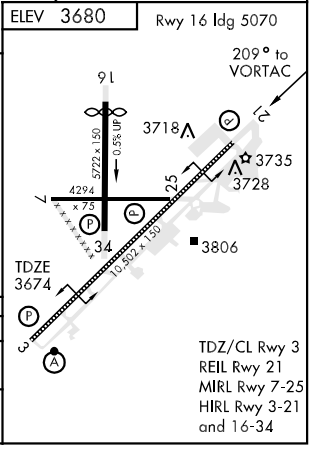
GREAT FALLS INTL (KGTF)

MISSED APPROACH: Climbing right turn to 6000 heading 350°, intercept GTF 12 DME Arc to ABORN 12 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6







CATEGORY	C	D	E
S-21	4000-1 335 (400-1)		4000-1¼ 335 (400-1 ¼)
CIRCLING	4140-1½ 466 (500-1½)	4240-2 566 (600-2)	4420-2¾ 746 (800-2¾)

HI-VOR/DME or TACAN RWY 21

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SMR	APP CRS	Rwy Idg	10502
111.3	029°	TDZE	3680
Chan 50		Apt Elev	3680

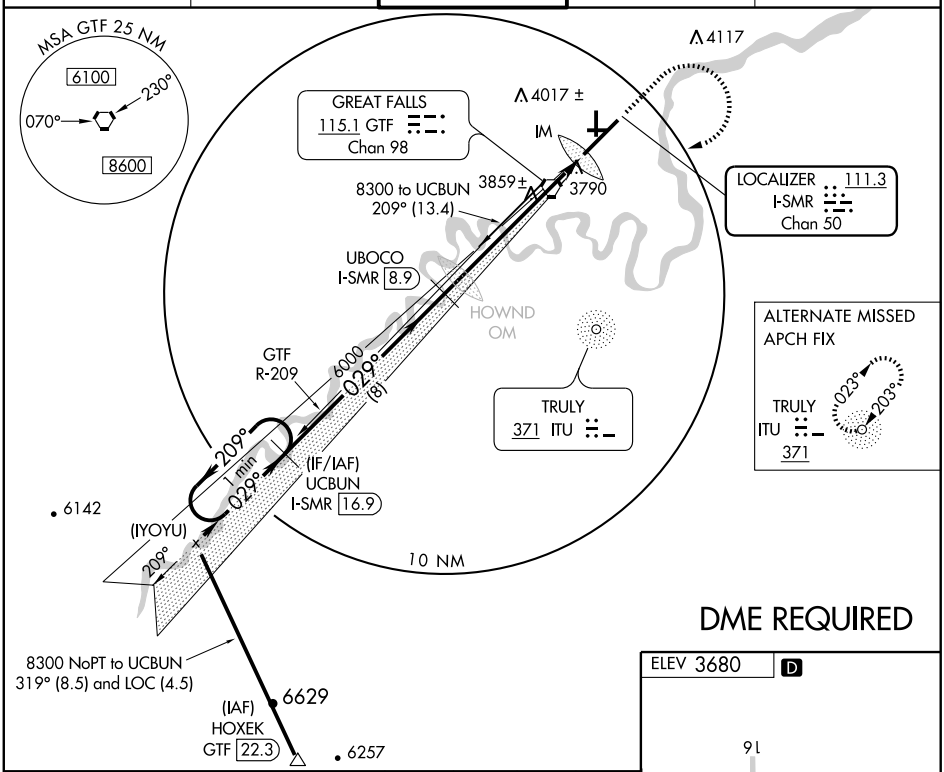
ILS or LOC/DME RWY 3

GREAT FALLS INTL (GTF)

ALSF-2

MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then via GTF VORTAC R-209 to UCBUN/GTF VORTAC 13.4 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



DME REQUIRED

Use I-SMR DME when on the localizer course.

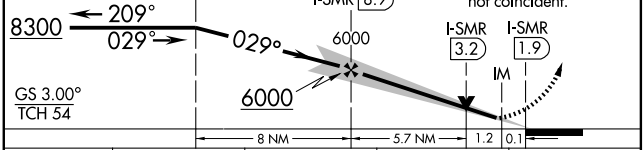
One Minute Holding Pattern

UCBUN I-SMR 16.9

5000	8300	GTF 115.1	GTF R-209	UCBUN GTF 13.4

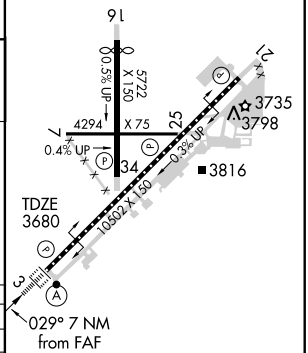
UBOCO I-SMR 8.9

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 3		3880/18 200 (200-½)		
S- LOC 3	4160/24 480 (500-½)		4160/40 480 (500-¾)	4160/50 480 (500-1)
CIRCLING	4160-1 480 (500-1)		4160-1½ 480 (500-1½)	4240-2 560 (600-2)

ELEV 3680 D



TDZ/CL Rwy 3
MIRL Rwy 7-25
REIL Rwy 21
HIRL Rwys 3-21 and 16-34

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

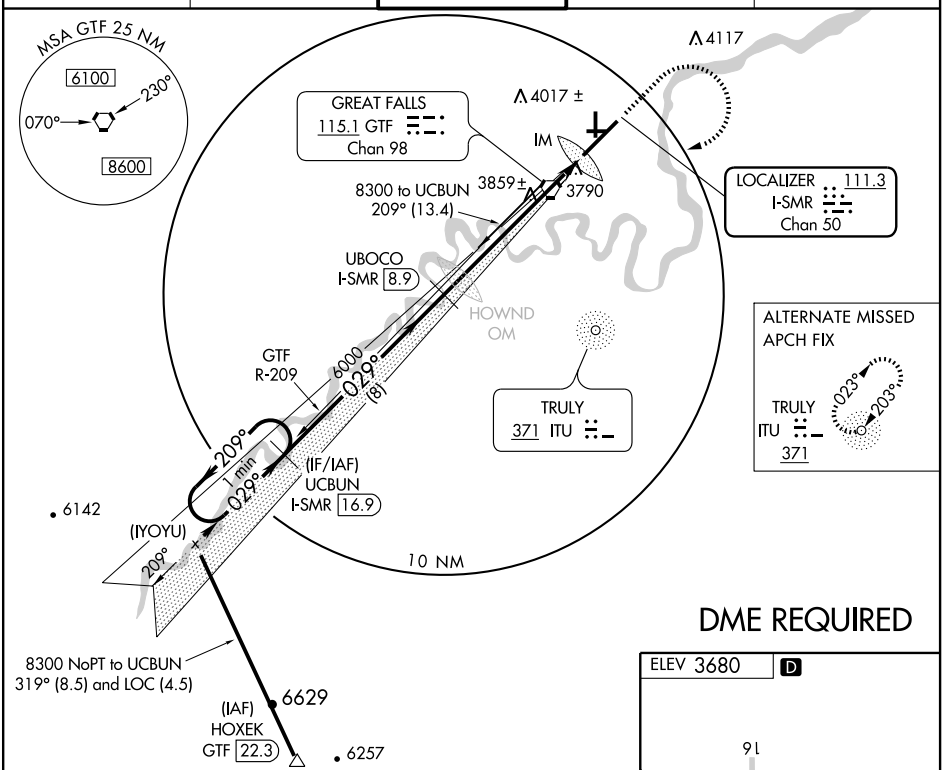
LOC/DME I-SMR	APP CRS	Rwy Idg	10502
111.3	029°	TDZE	3680
Chan 50		Apt Elev	3680

ILS RWY 3 (CAT II)
GREAT FALLS INTL (GTF)

ALSF-2

MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then via GTF VORTAC R-209 to UCBUN/GTF VORTAC 13.4 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



DME REQUIRED

Use I-SMR DME when on the localizer course.

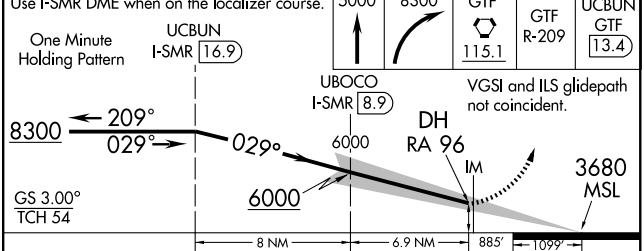
One Minute Holding Pattern

UCBUN I-SMR 16.9

5000	8300	GTF 115.1	GTF R-209	UCBUN GTF 13.4

UBOCO I-SMR 8.9

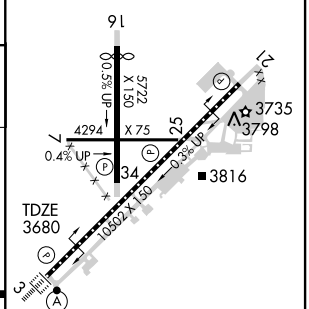
VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 3	RA 96/12 100 DA 3780			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 3680 D



TDZ/CL Rwy 3
MIRL Rwy 7-25
REIL Rwy 21
HIRL Rwys 3-21 and 16-34

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

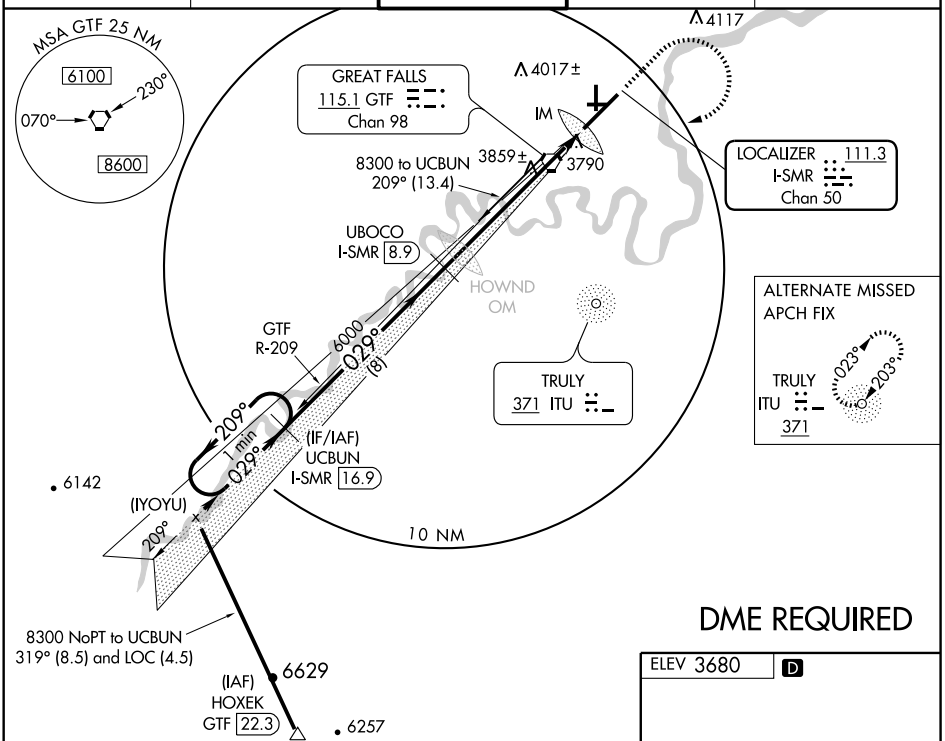
LOC/DME I-SMR	APP CRS	Rwy Idg	10502
111.3	029°	TDZE	3680
Chan 50		Apt Elev	3680

ILS RWY 3 (CAT III)
GREAT FALLS INTL (GTF)

ALSF-2

MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then via GTF VORTAC R-209 to UCBUN/GTF VORTAC 13.4 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



DME REQUIRED

Use I-SMR DME when on the localizer course.

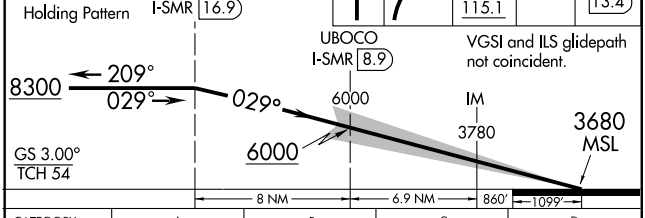
5000	8300	GTF	GTF	UCBUN
		115.1	R-209	GTF 13.4

One Minute Holding Pattern

UCBUN I-SMR 16.9

UBOCO I-SMR 8.9

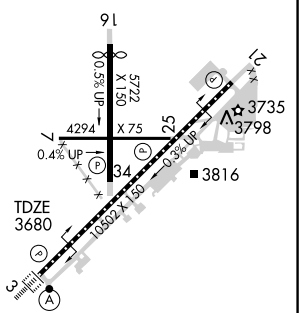
VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 3		CAT IIIa	RVR 07	
S-ILS 3		CAT IIIb	RVR 06	
S-ILS 3		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 3680 D



TDZ/CL Rwy 3
MIRL Rwy 7-25
REIL Rwy 21
HIRL Rwys 3-21 and 16-34

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

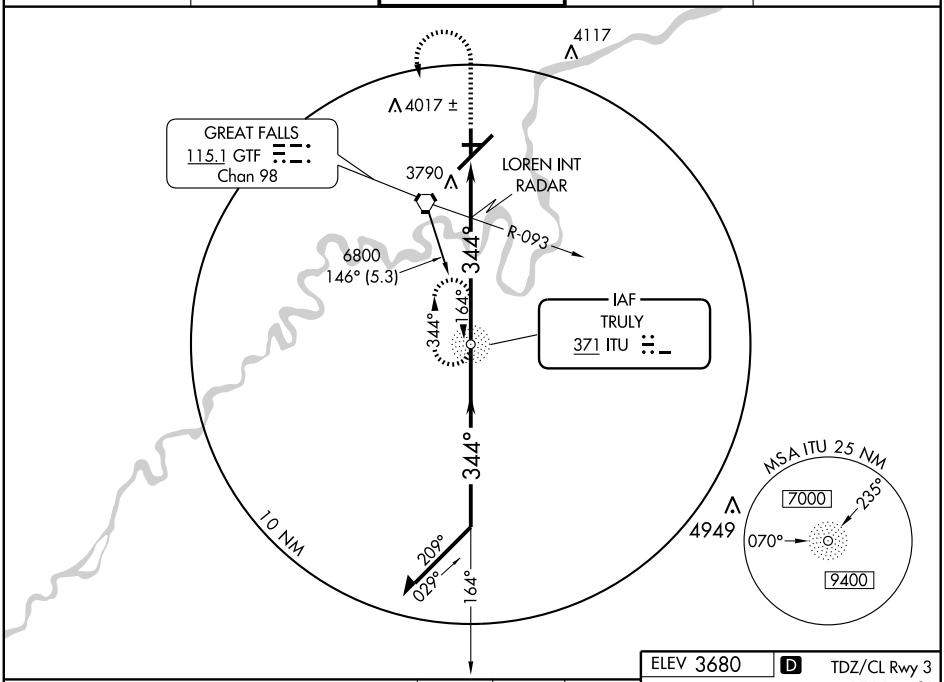
NDB ITU	APP CRS		
371	344°	Rwy Idg	5070
		TDZE	3667
		Apt Elev	3680

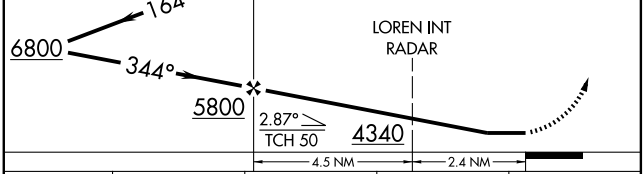
NDB RWY 34

GREAT FALLS INTL (GTF)

MISSED APPROACH: Climb to 5500 via ITU NDB 344° bearing, then left turn to 6700 direct ITU NDB and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6

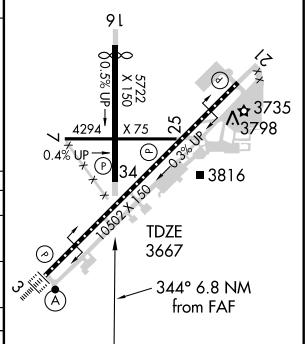




CATEGORY	A	B	C	D
S-34	4340-1	673 (700-1)	4340-2 673 (700-2)	4340-2¼ 673 (700-2¼)
CIRCLING	4340-1	660 (700-1)	4340-2 660 (700-2)	4340-2¼ 660 (700-2¼)
LOREN INT/RADAR MINIMUMS				
S-34	4120-1	453 (500-1)	4120-1¼ 453 (500-1¼)	4120-1½ 453 (500-1½)
CIRCLING	4120-1 440 (500-1)	4140-1 460 (500-1)	4140-1½ 460 (500-1½)	4240-2 560 (600-2)

ELEV 3680 D

TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 7-25
HIRL Rwys 3-21 and 16-34



FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 70602 W03A	APP CRS 029°	Rwy Idg 10502 TDZE 3680 Apt Elev 3680

RNAV (GPS) RWY 3
GREAT FALLS INTL (GTF)

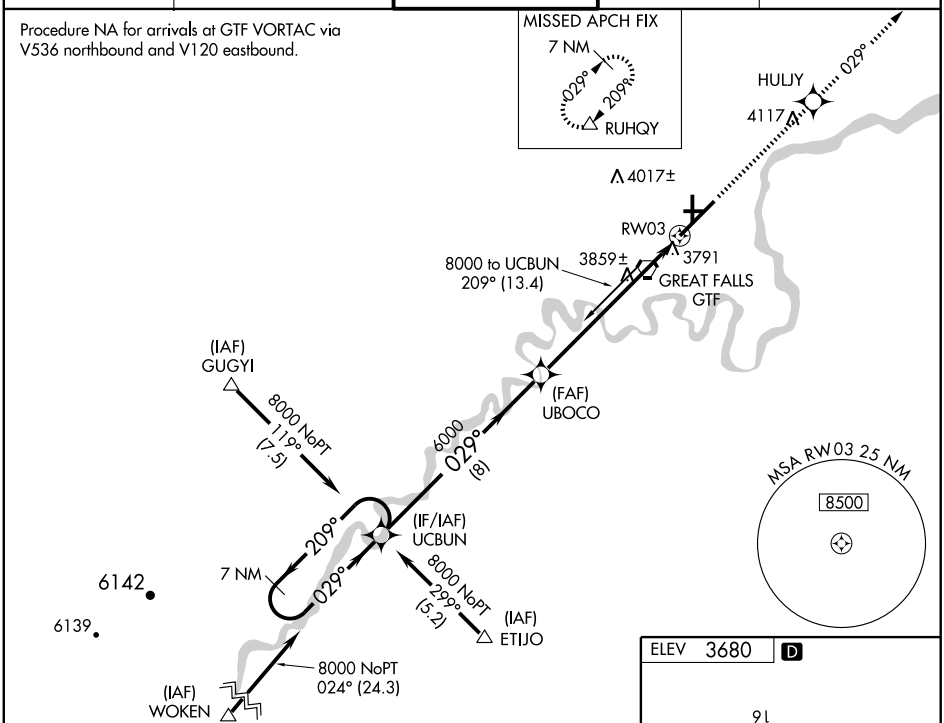
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 42°C (107°F).

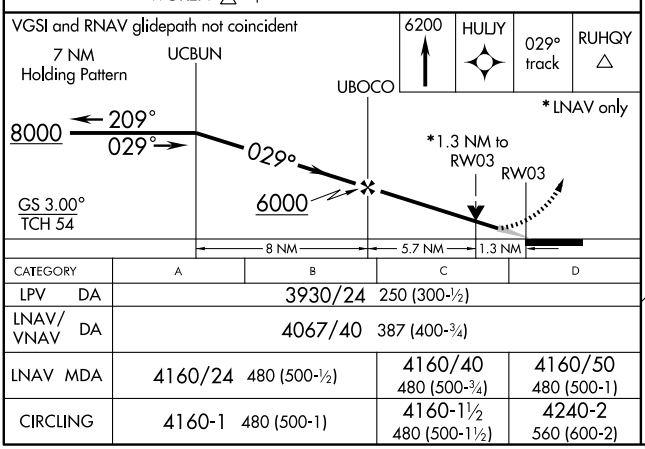
ALSF-2

MISSED APPROACH: Climb to 6200 direct HULJY and via 029° track to RUHQY and hold.

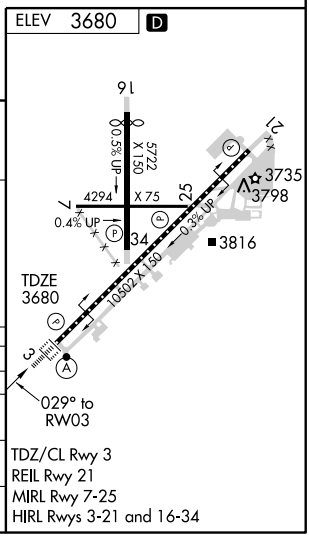
ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6

Procedure NA for arrivals at GTF VORTAC via V536 northbound and V120 eastbound.





CATEGORY	A	B	C	D
LPV DA	3930/24	250 (300-½)		
LNAV/VNAV DA	4067/40	387 (400-¾)		
LNAV MDA	4160/24	480 (500-½)	4160/40 480 (500-¾)	4160/50 480 (500-1)
CIRCLING	4160-1	480 (500-1)	4160-1½ 480 (500-1½)	4240-2 560 (600-2)



TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 7-25
HIRL Rwys 3-21 and 16-34

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC GTF	APP CRS	Rwy Idg	10502
115.1	029°	TDZE	3680
Chan 98		Apt Elev	3680

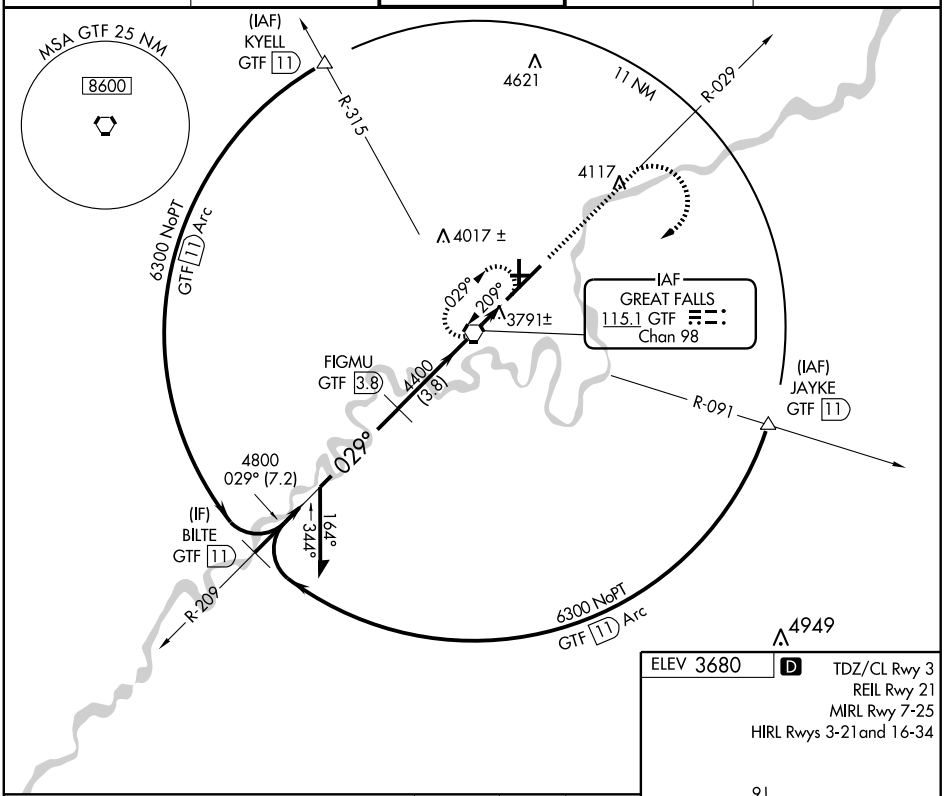
VOR/DME RWY 3
GREAT FALLS INTL (GTF)

For inoperative ALSF-2, increase S-3 Cat. D visibility to RVR 6000.

ALSF-2

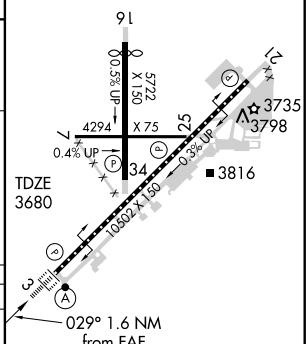
MISSED APPROACH: Climb to 5000 via GTF VORTAC R-029 then climbing right turn to 6300 direct GTF VORTAC and hold, continue climb-in-hold to 6300.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



ELEV 3680 D

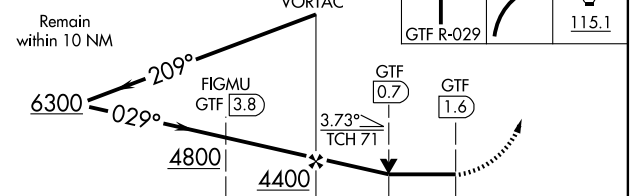
TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 7-25
HIRL Rwys 3-21and 16-34



029° 1.6 NM from FAF

VGSI and descent angles not coincident.

5000	6300	GTF
GTF R-029		115.1



CATEGORY	A	B	C	D
S-3	4060/24 380 (400-½)			4060/50 380 (400-1)
CIRCLING	4120-1 440 (500-1)	4140-1 460 (500-1)	4140-1½ 460 (500-1½)	4240-2 560 (600-2)

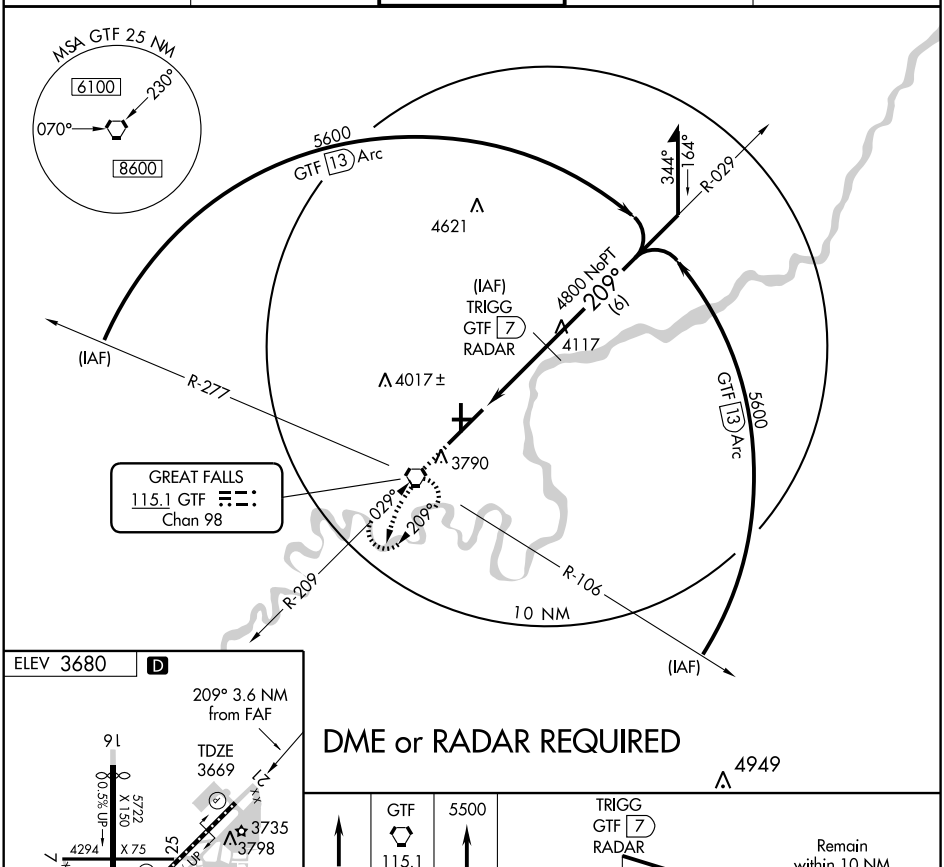
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC GTF	APP CRS	Rwy Idg	10502
115.1	209°	TDZE	3669
Chan 98		Apt Elev	3680

VOR RWY 21
GREAT FALLS INTL (GTF)

MISSED APPROACH: Climb direct to GTF VORTAC continue climb to 5500 in GTF VORTAC holding pattern.

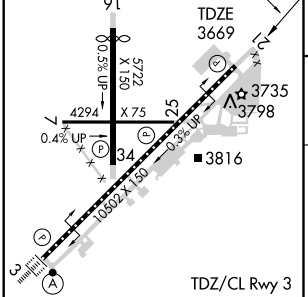
ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



NW-1, 26 AUG 2010 to 23 SEP 2010

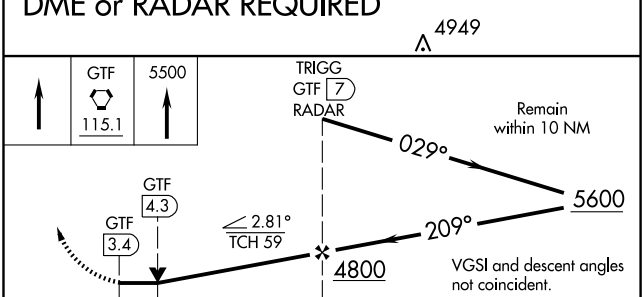
NW-1, 26 AUG 2010 to 23 SEP 2010

ELEV 3680 D



FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

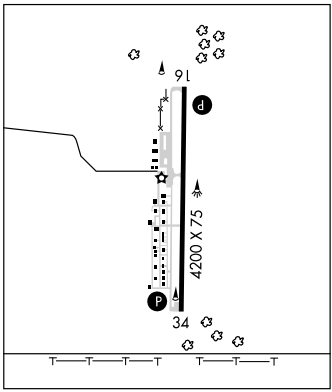
DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-21	4000-1 331 (400-1)			
CIRCLING	4120-1 440 (500-1)	4140-1 460 (500-1)	4140-1½ 460 (500-1½)	4240-2 560 (600-2)

HAMILTON

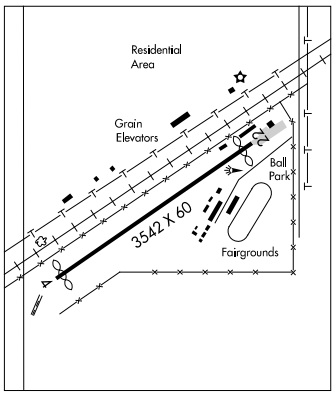
RAVALLI CO (6S5) 1 E UTC−7(−6DT) N46°15.09′ W114°07.53′ — GREAT FALLS
3642 B S4 **FUEL** 100LL, JET A TPA—4442 (800) NOTAM FILE GTF — L–13C
RWY 16–34: H4200X75 (ASPH–PFC) S–17, D–25 MIRL 0.9% up S — IAP
RWY 16: PAPI(P2L)—GA 3.0° TCH 35′. Trees.
RWY 34: PAPI(P2L)—GA 3.3° TCH 25′. Trees.
AIRPORT REMARKS: Attended 1500–0000Z‡. Ultralight activity on and invof arpt. Sailplane on and invof arpt during dalgt hours. Loose asph material on parallel twy for Rwy 16–34. Twy markings faded/missing. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34—CTAF. For MIRL Rwy 16–34 during dalgt hours ctc arpt manager 406–375–9149.
WEATHER DATA SOURCES: AWOS–A 119.825 (406) 375–9149, press *3. Plus visibility.
COMMUNICATIONS: CTAF/UNICOM 122.8
SPOKANE APP/DEP CON 124.9
SALT LAKE CENTER APP/DEP CON 133.4 North, 132.4 South
RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.
MISSOULA (L) VORW/DME 112.8 MSO Chan 75 N46°54.48′ W114°05.02′ 166° 39.4 NM to fld. 3202/17E.



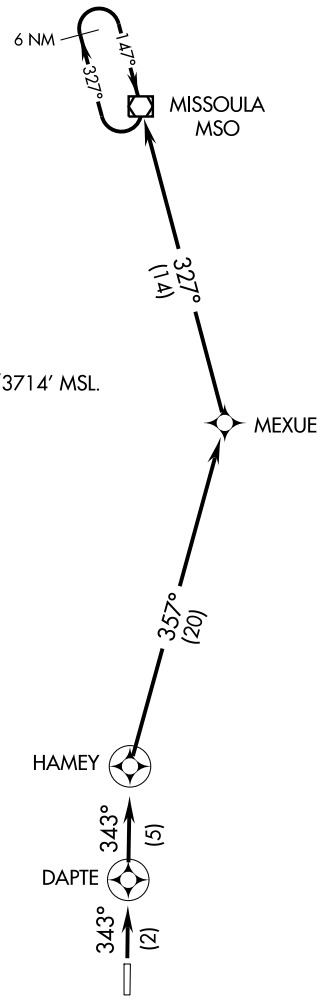
ROTORCRAFT HELIPORT (M62) 2 S UTC−7(−6DT) N46°12.40′ W114°09.18′ — GREAT FALLS
3630 S4 NOTAM FILE GTF
HELIPAD H1: H55X50 (CONC)
HELIPORT REMARKS: Attended Mon–Fri 1500–0000Z‡.
COMMUNICATIONS: CTAF/UNICOM 122.8

HARDIN

FAIRGROUNDS AIRPARK (FØ2) 1 SE UTC−7(−6DT) N45°43.50′ W107°36.04′ — BILLINGS
2911 B S2 NOTAM FILE GTF — L–13D
RWY 04–22: H3542X60 (ASPH) S–15, D–23 LIRL (NSTD)
RWY 04: Thld dsplcd 224′. Tree.
RWY 22: Thld dsplcd 168′. Antenna.
AIRPORT REMARKS: Attended Mon–Fri 1600–0000Z‡. Unattended during winter months. Rotating beacon OTS indef. Dsplcd thld marked but not lgtd, thld dsplcd for day ops only. Rwy 04–22 large cracks with weeds growing through surface and encroaching borders. Rwy 04–22 NSTD LIRL thld lgts 6′ forward of marked thld and spaced 4′ apart starting 5′ from rwy edge. Rwy 04 thld lgts 25′ forward of end of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 082° 43.3 NM to fld. 3808/14E.



SPOKANE DEP CON
124.9 298.95
SALT LAKE CITY CENTER
133.4 285.4



TAKE-OFF MINIMUMS
Rwy 16: NA, Obstacles.
Rwy 34: Standard.

TAKE-OFF OBSTACLES
Rwy 34: tree 1044' from DER,
258' right of centerline, 80' AGL/3714' MSL.
Rwy 16: NA, Obstacles.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Not authorized, Obstacles.
TAKE-OFF RWY 34: Climb to 9000 direct DAPTE WP, direct HAMEY WP, then via depicted route to MSO VOR/DME, Thence....

....all aircraft climb in MSO VOR/DME holding pattern (hold NW, RT, 147° inbound) to cross MSO VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS)-A

HAMILTON/ RAVALLI COUNTY (6S5)

APP CRS	Rwy Idg	N/A
163°	TDZE	N/A
	Apt Elev	3642

T DME/DME RNP-0.3 NA.
A NA When local altimeter setting not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 10000 direct HAMEY WP and right turn via 357° track to MEXUE WP and hold.

AWOS-A	SPOKANE APP CON★	SALT LAKE CITY CENTER	UNICOM
119.825	124.9 298.95	133.4 285.4	122.8 (CTAF) L

NoPT for arrival on MSO VOR/DME airway radials 239° CW 055°.

7 NM 147° 327° MISSOULA MSO

HOLD 11000 (114.4) 147° 9200

6 NM 003° 183° (IAF) MEXUE

6900 183° (12.1)

MSA RW16 25 NM 11400

ILUGE 357° (20.2)

(8.2) 5600 169°

(FAF) HAMEY 163°

RW16 3779±

7646 7030 7215 9587 7370 9351 8886 7723 7820 8160 8468 8320 8127 8656 7104

ELEV 3642

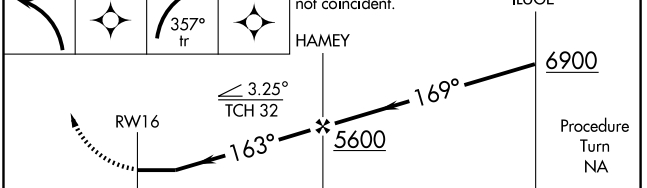
163° to RW16

9L 0.9% UP 4200 X 75 34

MIRL Rwy 16-34 L

10000 HAMEY 357° tr MEXUE

VSGI and descent angles not coincident.



CATEGORY	A	B	C	D
CIRCLING	4660-1¼ 1018 (1100-1¼)	4660-1½ 1018 (1100-1½)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS)-B

HAMILTON/ RAVALLI COUNTY (6S5)

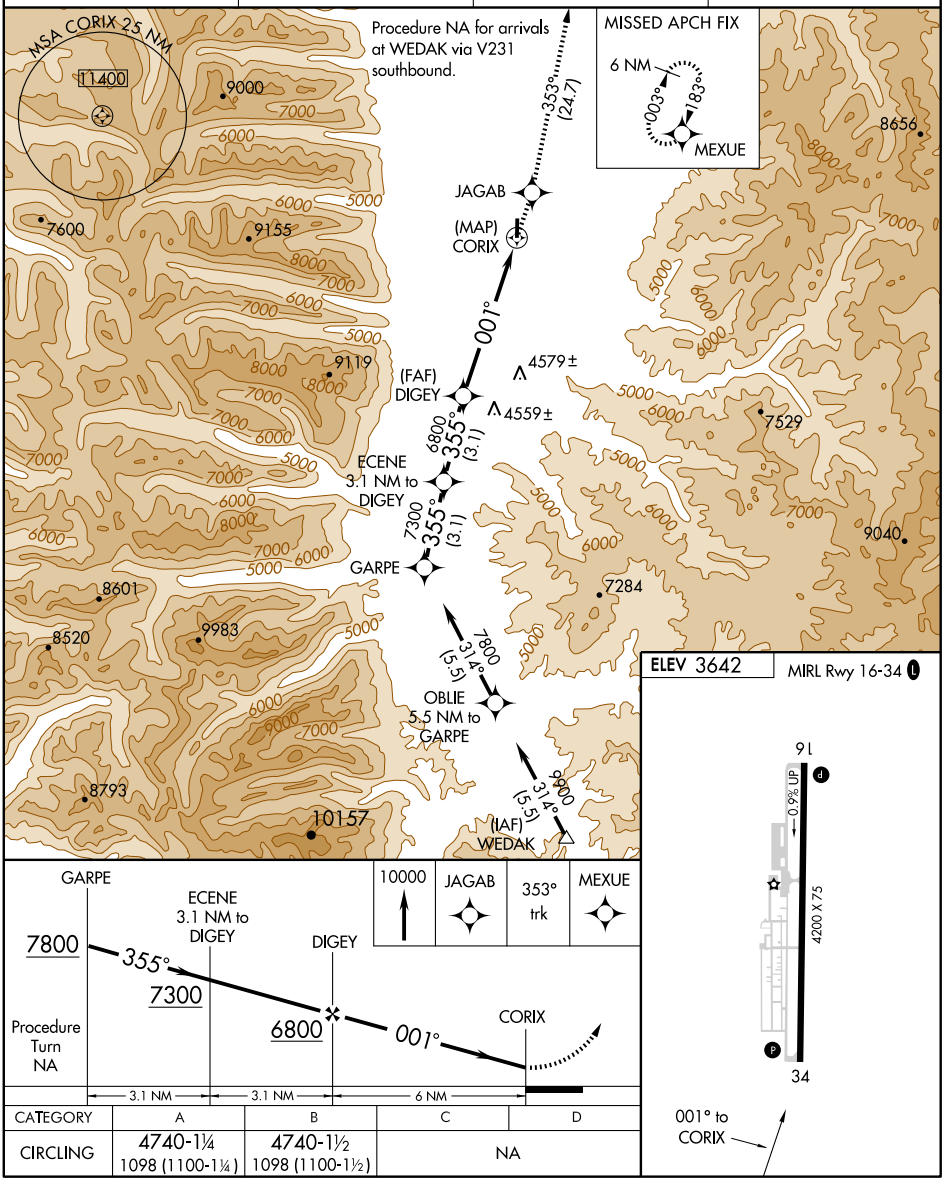
APP CRS	Rwy Idg	N/A
001°	TDZE	N/A
	Apt Elev	3642

T
A NA

DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.
Procedure NA at night.

MISSED APPROACH: Climb to 10000 direct JAGAB WP and via 353° track to MEXUE WP and hold.

AWOS-A	SPOKANE APP CON ★	SALT LAKE CITY CENTER	UNICOM
119.825	124.9 298.95	132.4 338.3	122.8 (CTAF) L

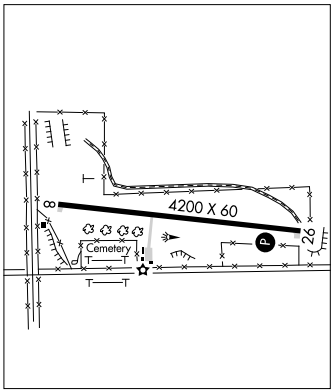


CATEGORY	A	B	C	D
CIRCLING	4740-1¼ 1098 (1100-1¼)	4740-1½ 1098 (1100-1½)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HARLOWTON

WHEATLAND CO AT HARLOWTON (HWQ) 2 NW UTC−7(−6DT) GREAT FALLS
N46°26.92′ W109°51.17′ L–13D
4311 B NOTAM FILE 3HT
RWY 08–26: H4200X60 (ASPH) S–12 MIRL
RWY 08: Brush. **RWY 26:** PAPI(P2L)—GA 3.0° TCH 34′. Poles.
AIRPORT REMARKS: Unattended. Deer on and in vicinity of rwy, especially during nighttime hours. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 26—CTAF.
COMMUNICATIONS: CTAF 122.9
HARLOWTON RCO 122.4 (GREAT FALLS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.
LEWISTOWN (H) VORW/DME 112.0 LWT Chan 57 N47°03.18′ W109°36.37′ 181° 37.7 NM to fld. 4133/15E.

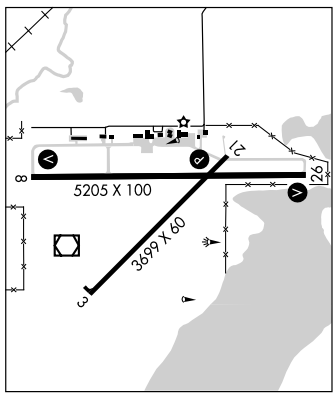


HAUSER N46°34.13′ W111°45.48′. NOTAM FILE HLN. GREAT FALLS
NDB (MHW) 386 HAU 268° 9.6 NM to Helena Rgnl. Unmonitored when Helena tower closed. L–13C

HAVRE CITY–CO (HVR) 3 W UTC−7(−6DT) N48°32.58′ W109°45.74′ GREAT FALLS
2591 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE HVR H–1D, L–13D
RWY 08–26: H5205X100 (ASPH) S–50, D–50, 2D–75 MIRL IAP
RWY 08: REIL. VASI(V4L)—GA 3.0° TCH 40′.
RWY 26: REIL. VASI(V4L)—GA 3.0° TCH 38′. Road.
RWY 03–21: H3699X60 (ASPH) S–12.5 MIRL
RWY 21: PAPI(P2R)—GA 3.0° TCH 22′. Hill.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–3699	TODA–3699	ASDA–3699	LDA–3699
RWY 08:	TORA–5205	TODA–5205	ASDA–5205	LDA–5205
RWY 21:	TORA–3699	TODA–3699	ASDA–3699	LDA–3699
RWY 26:	TORA–5205	TODA–5205	ASDA–5205	LDA–5205

AIRPORT REMARKS: Attended 1300–0230Z‡. Afld sfc condition unmonitored between 0230Z‡ and 1300Z‡. Deer on and invof arpt. Potential large flocks of waterfowl near apch end of Rwy 26. ACTIVATE MIRL Rwy 03–21, REIL Rwy 08 and Rwy 26, VASI Rwy 08 and Rwy 26 and PAPI Rwy 21—CTAF.
WEATHER DATA SOURCES: ASOS 135.225 (406) 265–6638.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 123.65 (GREAT FALLS RADIO)
AIRSPACE: CLASS E svc 1300–2100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HVR.
(L) VORW/DME 111.8 HVR Chan 55 N48°32.43′ W109°46.20′ at fld. 2583/16E.



HEBBELMAN (See CHINOOK)

WAAS CH 99316 W08A	APP CRS 077°	Rwy Idg 5205 TDZE 2585 Apt Elev 2591

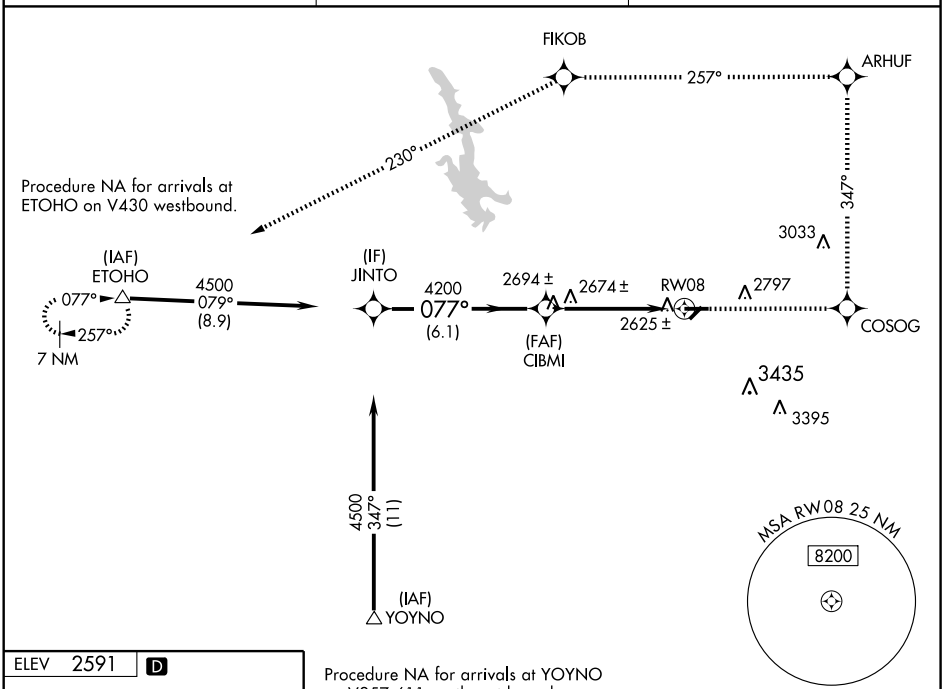
RNAV (GPS) RWY 8

HAVRE CITY-COUNTY (HVR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP- 0.3 NA.

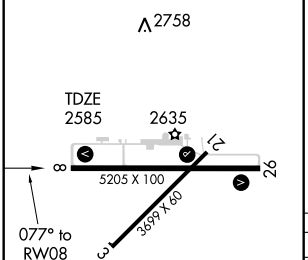
MISSED APPROACH: Climb to 8000 direct COSOG and left turn via track 347° to ARHUF and left turn via track 257° to FIKOB and via track 230° to ETOHO and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.225	123.65	122.8 (CTAF) L



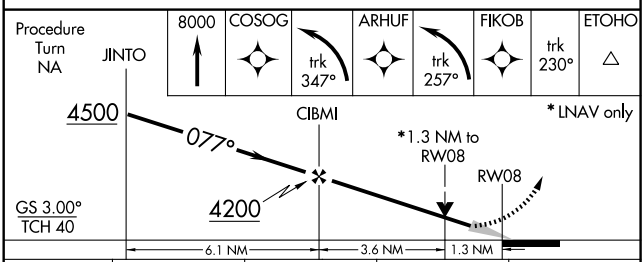
NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L

Procedure NA for arrivals at YOYNO on V257-611 southwest bound.



CATEGORY	A	B	C	D
LPV DA	2835-1 250 (300-1)			
LNAV/VNAV DA	2906-1¼ 321 (400-1¼)			
LNAV MDA	3020-1 435 (500-1)		3020-1¼ 435 (500-1¼)	3020-1½ 435 (500-1½)
CIRCLING	3060-1 469 (500-1)	3100-1 509 (600-1)	3100-1½ 509 (600-1½)	3160-2 569 (600-2)

WAAS CH 48816 W26A	APP CRS 257°	Rwy Idg 5205 TDZE 2586 Apt Elev 2591

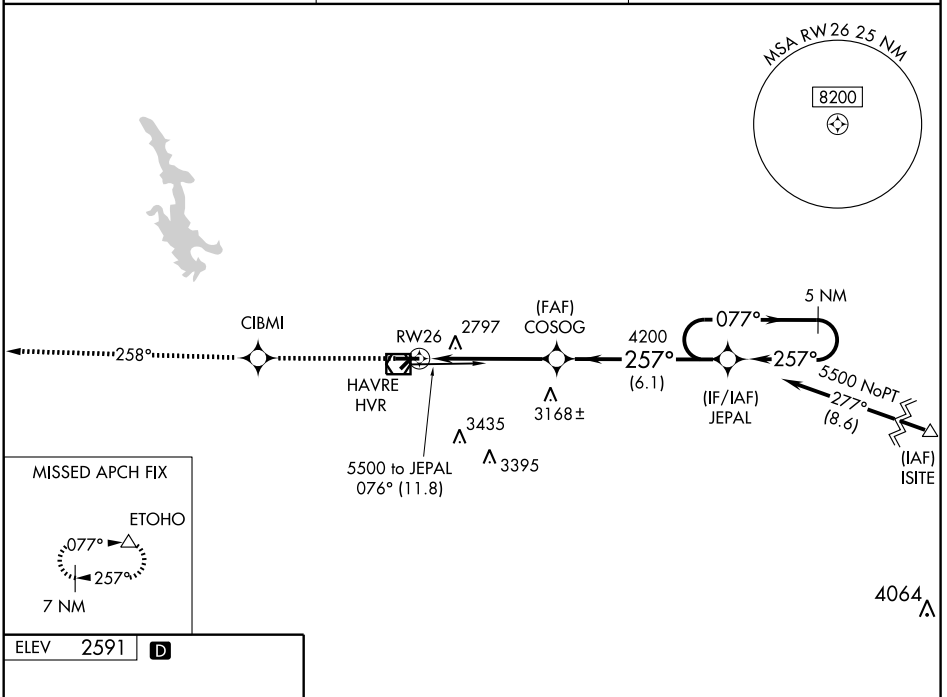
RNAV (GPS) RWY 26

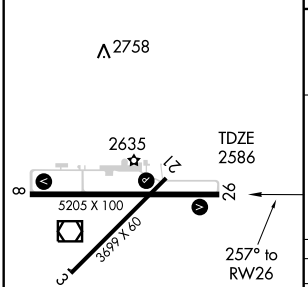
HAVRE CITY-COUNTY (HVR)

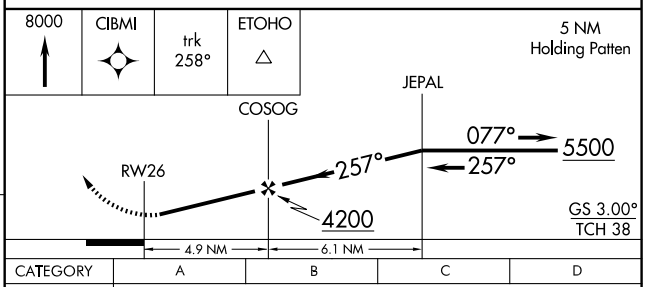
When VGSI inoperative, procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 8000 direct CIBMI and via track 258° to ETOHO and hold, continue climb-in-hold to 8000.

ASOS	GREAT FALLS RADIO	UNICOM
135.225	123.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2836-1 250 (300-1)			
LNAV/VNAV DA	3097-1¾ 511 (600-1¾)			
LNAV MDA	3060-1 474 (500-1)		3060-1¼ 474 (500-1¼)	3060-1½ 474 (500-1½)
CIRCLING	3060-1 469 (500-1)	3100-1 509 (600-1)	3100-1½ 509 (600-1½)	3160-2 569 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

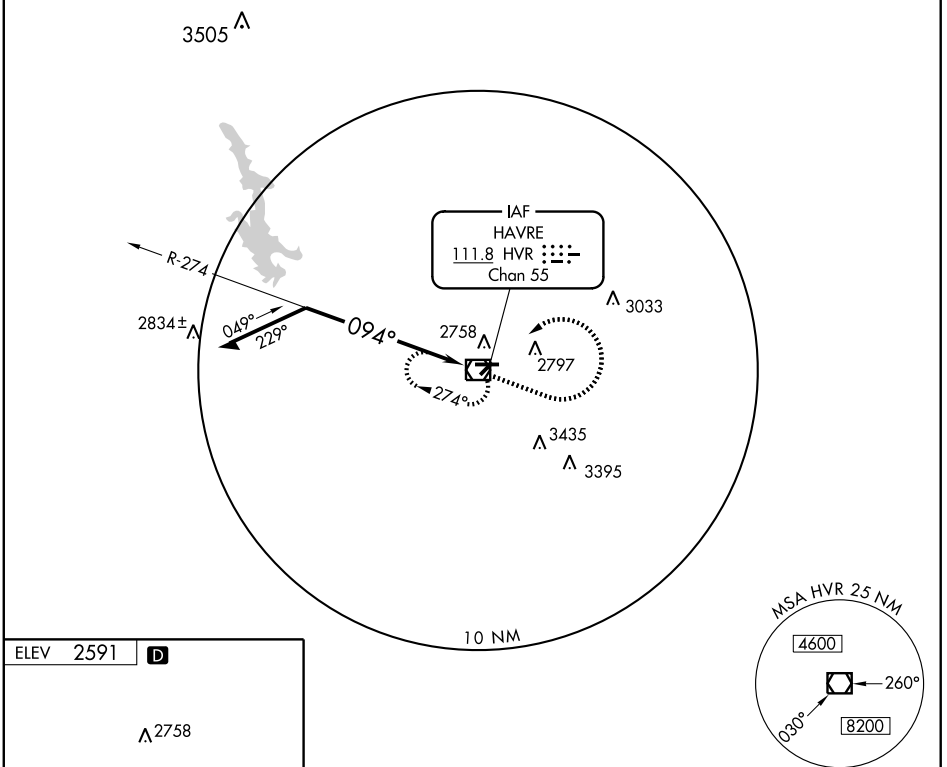
VOR/DME HVR	APP CRS	Rwy Idg	5205
111.8	094°	TDZE	2585
Chan 55		Apt Elev	2591

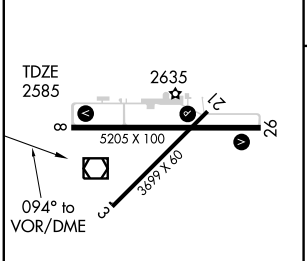
VOR RWY 8

HAVRE CITY-COUNTY (HVR)

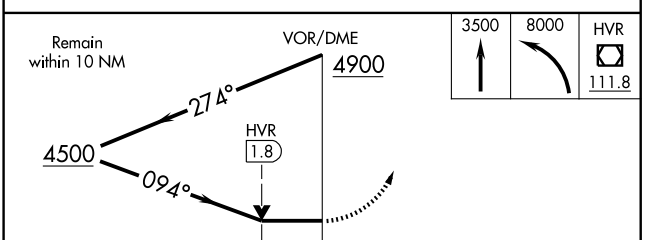
MISSED APPROACH: Climb to 3500 then climbing left turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.

ASOS	GREAT FALLS RADIO	UNICOM
135.225	123.65	122.8 (CTAF) L





REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
S-8	3140-1 555 (600-1)		3140-1½ 555 (600-1½)	3140-1¾ 555 (600-1¾)
CIRCLING	3140-1 549 (600-1)		3140-1½ 549 (600-1½)	3160-2 569 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME HVR	APP CRS	Rwy Idg	5205
111.8	244°	TDZE	2586
Chan 55		Apt Elev	2591

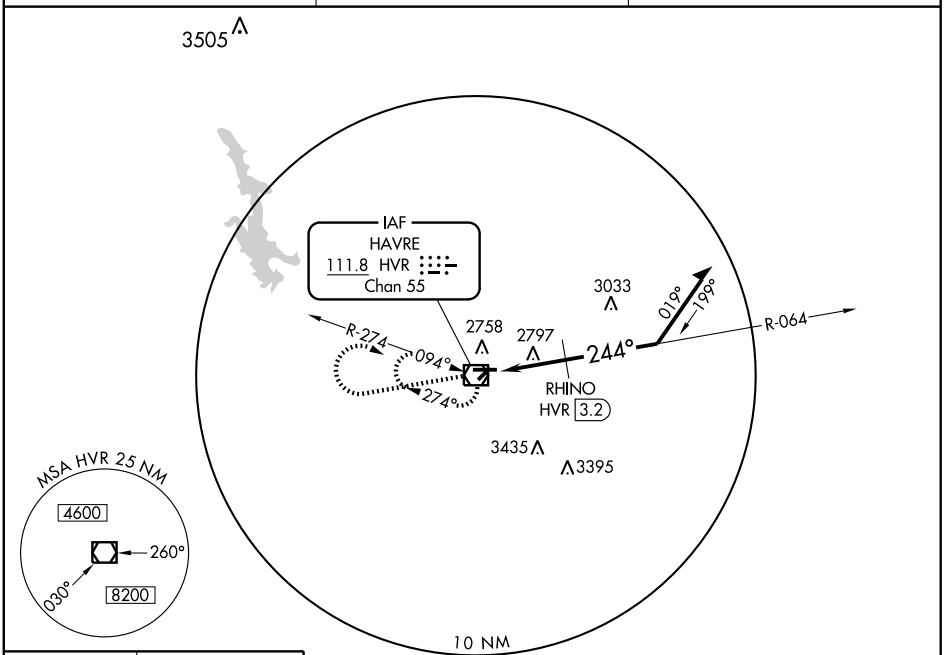
VOR RWY 26

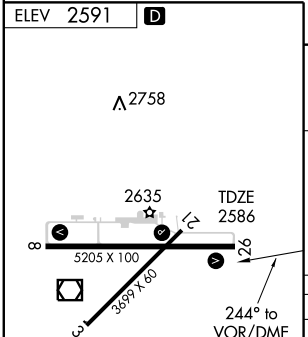
HAVRE CITY-COUNTY (HVR)

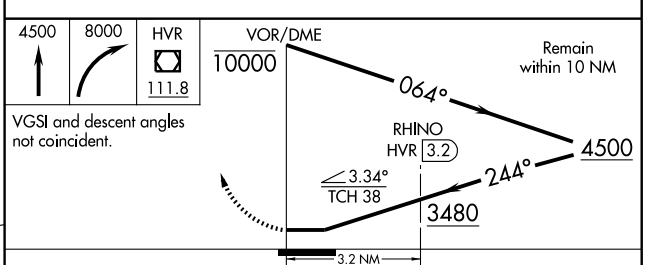
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then climbing right turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.

ASOS	GREAT FALLS RADIO	UNICOM
135.225	123.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	3480-1¼ 894 (900-1¼)		3480-2¾ 894 (900-2¾)	3480-3 894 (900-3)
CIRCLING	3480-1¼ 889 (900-1¼)		3480-2¾ 889 (900-2¾)	3480-3 889 (900-3)
RHINO FIX MINIMUMS				
S-26	3060-1 474 (500-1)		3060-1¼ 474 (500-1¼)	3060-1½ 474 (500-1½)
CIRCLING	3060-1 469 (500-1)	3100-1 509 (600-1)	3100-1½ 509 (600-1½)	3160-2 569 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

10210 AIRPORT DIAGRAM

HELENA, MONTANA
HELENA RGNL (HLN)

HELENA RGNL (HLN)
HELENA, MONTANA

AL-192 (FAA)

ATIS 120.4
HELENA TOWER ★
118.3 257.8
GND CON
121.9

46°37′N

46°36′N

112°00′W

111°59′W

111°58′W

RWY 05-23
S-21, D-30
RWY 09-27
S-100, D-160, 2S-175, 2D-250
RWY 16-34
S-21, D-30

VAR 13.5° E

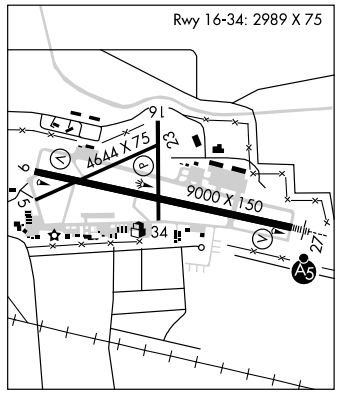
JANUARY 2010
ANNUAL RATE OF CHANGE
0.2° W

16 ELEV 3812
165.8°
23 ELEV 3820
232.8°
2989 X 75
1.7% UP
MNG & USFS
FIRE RETARDANT RAMP
FIRE STATION
TERMINAL
AIR CARRIER RAMP
ELEV 3864
089.2°
4644 X 75
1.2% UP
0.3% DOWN
9000 X 150
MNG
HELICOPTER RAMP
FIRE STATION
052.7°
FIELD ELEV 3877
ILS HOLD
345.8°
34 ELEV 3862
269.2°
27 ELEV 3845
GENERAL AVIATION RAMP
CONTROL TOWER 3984
AIR CARGO RAMP

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

HELENA RGNL (HLN)(KHLN) CIV/MIL/ARNG 2 NE UTC−7(−6DT) N46°36.41′ W111°58.97′ **GREAT FALLS**
3877 B S4 **FUEL** 80, 100, 100LL, JET A OX 1,3 LRA Class I, ARFF Index B **H–1D, L–13C**
NOTAM FILE HLN **IAP, DIAP, AD**

RWY 09–27: H9000X150 (ASPH–PFC) S–100, D–160, 2S–175, 2D–250 HIRL
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 45′. Ground. 0.3% down
RWY 27: MALSR. VASI(V4L)—GA 3.0° TCH 55′. Rgt tfc.
RWY 05–23: H4644X75 (ASPH–PFC) S–21, D–30 MIRL 1.2% up SW
RWY 05: Road.
RWY 23: PAPI(P2L)—GA 3.0° TCH 40′. Fence. Rgt tfc.
RWY 16–34: H2989X75 (ASPH) S–21, D–30 MIRL 1.7% up SE
RWY 34: Ground. Rgt tfc.



MILITARY SERVICE: FUEL A, J8 (NC–80, 100, 100LL) 1200–1900Z‡, other times 1 hr PN required, C406–442–2910. Service fee $50.
AIRPORT REMARKS: Attended 1200–0800Z‡. ARFF coverage provided for scheduled Part 121 air carriers only exc with prior approval—call 406–442–2821. Rwy 16–34 and Rwy 05–23 (except between Twy F and Rwy 09–27) not available for air carrier use by acft with greater than 30 passenger seats. Twys A, B, and C between Twy A and Rwy 34 not available for air carrier use by acft with greater than 30 passenger seats. When tower closed ACTIVATE HIRL Rwy 09–27, MIRL Rwy 05–23 and Rwy 16–34, REIL Rwy 09. MALSR Rwy 27—CTAF. Ldg fee for all commercial acft and all acft over 10,000 pounds. Flight Notification Service (ADCUS) avbl. NOTE: See SPECIAL NOTICE.
MILITARY REMARKS: ARNG Opr Mon–Fri 1400–0030Z‡, except holidays. Exercise caution while taxiing, AASF ramp not stressed for large acft. Ctc flight ops for ramp advisory 126.2, DSN 324–3055/56, C406–324–3055/56. No trans svc Sat, Sun, holidays or after 2300Z‡ Mon–Fri.
WEATHER DATA SOURCES: ASOS (406) 443–4317.
COMMUNICATIONS: CTAF 118.3 **ATIS** 120.4 **UNICOM** 122.95
RCO 122.55 255.4 (GREAT FALLS RADIO)
APP/DEP CON 119.5 229.4 (Mon–Fri 1300–0700Z‡, Sat–Sun 1300–0500Z‡)
SALT LAKE CENTER APP/DEP CON 133.4 285.4 (Mon–Fri 0700–1300Z‡, Sat–Sun 0500–1300Z‡)
TOWER 118.3 257.8 (Mon–Fri 1300–0700Z‡, Sat–Sun 1300–0500Z‡) **GND CON** 121.9
ARNG OPS 40.65 126.2 321.45
AIRSPACE: CLASS D svc Mon–Fri 1300–0700Z‡, Sat–Sun 1300–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HLN.
(H) VORTACW 117.7 HLN Chan 124 N46°36.41′ W111°57.21′ 254° 1.2 NM to fld. 3823/16E.
VOR unusable:
035°–050° byd 35 NM blo 12,000′
105°–165° byd 25 NM blo 17,000′
165°–185° byd 25 NM blo 13,500′
203°–213° byd 22 NM blo 13,000′
185°–230° byd 25 NM blo 17,500′
230°–270° byd 25 NM blo 12,500′
DME unusable:
035°–070° byd 35 NM blo 13,000′
105°–210° byd 15 NM blo 11,100′
105°–210° byd 20 NM blo 12,000′
105°–150° byd 25 NM
150°–165° byd 25 NM blo 17,000′
165°–185° byd 25 NM blo 13,500′
185°–210° byd 25 NM
203°–213° byd 22 NM blo 13,000′
210°–250° byd 15 NM blo 12,000′
210°–250° byd 25 NM blo 17,500′
250°–300° byd 25 NM blo 14,000′
320°–035° byd 25 NM blo 13,000′
CAPITOL NDB (HW) 335 CVP N46°36.40′ W111°56.23′ 254° 1.9 NM to fld.
NDB unmonitored when tower closed.
HAUSER NDB (MHW) 386 HAU N46°34.13′ W111°45.48′ 268° 9.6 NM to fld. Unmonitored when tower closed.
ILS 110.1 I–HLN Rwy 27. ILS unmonitored when tower closed. LOC BC unusable byd 22° right of

COPTER VOR 251°

HELENA REGIONAL (KHLN)

VORTAC HLN 117.7 Chan 124	APCH CRS 251°	Rwy Idg N/A TDZE 3848 Arpt Elev 3874

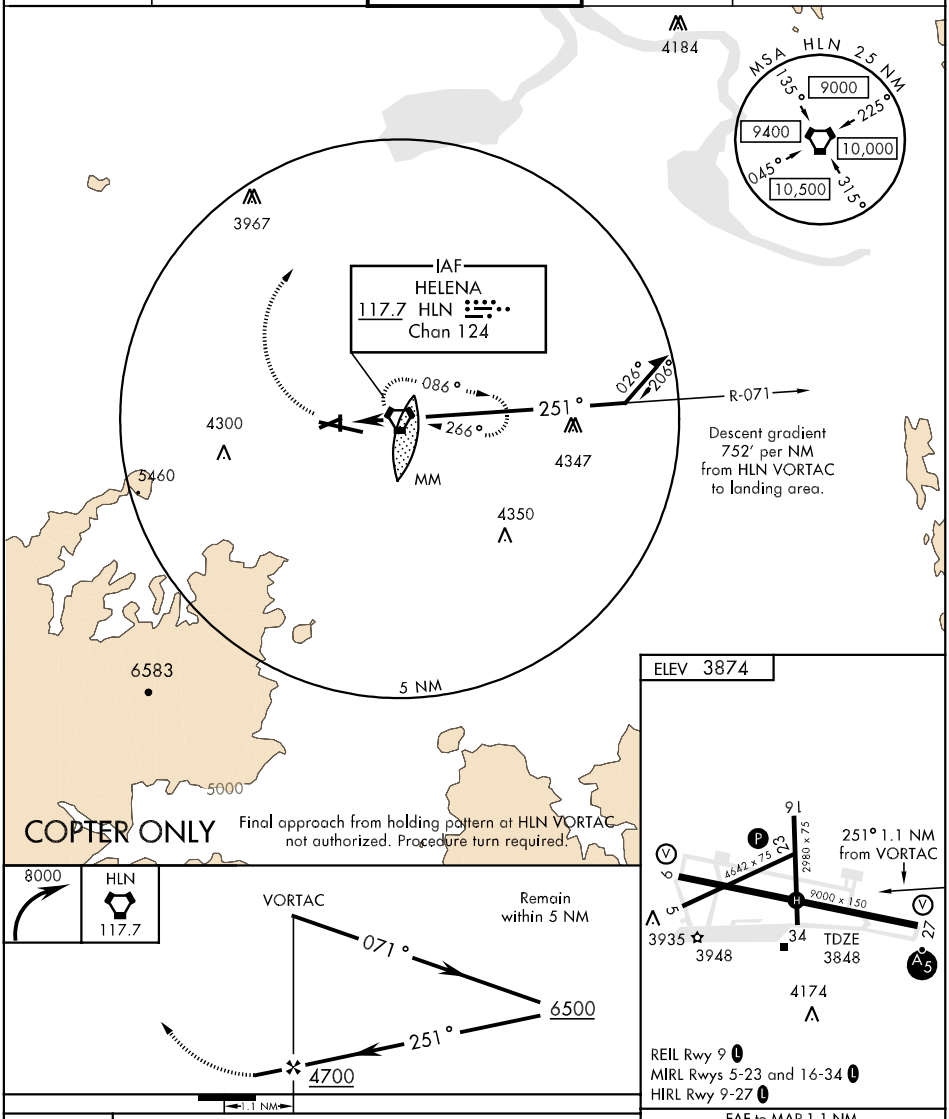
AL-192 [USA]

NA when tower clsd.

MISSED APROACH: Climbing right turn to 8000 direct HLN VORTAC and hold.

ATIS ★	HELENA APP CON	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95

NW-1, 26 AUG 2010 to 23 SEP 2010

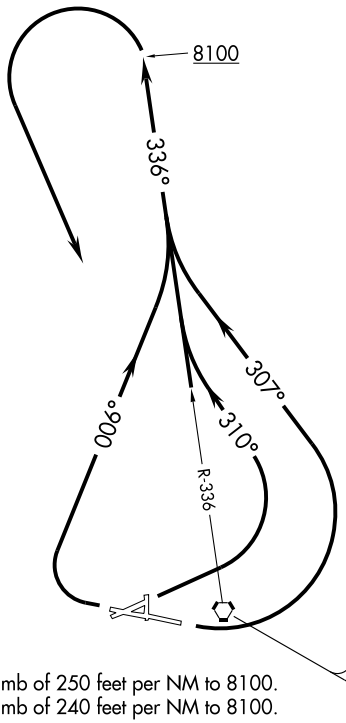


CATEGORY	COPTER
H-251°	4260- ½ 412 (400- ½)

FAF to MAP 1.1 NM

Knots	45	60	75	90	105
Min:Sec	1:28	1:06	0:53	0:44	0:37

HELENA TOWER ★
118.3 (CTAF) 257.8
HELENA DEP CON ★
119.5 229.4
SALT LAKE CENTER
133.4 285.4



TAKE-OFF MINIMUMS

Rwy 5: Standard with minimum climb of 250 feet per NM to 8100.
Rwy 9: Standard with minimum climb of 240 feet per NM to 8100.
Rwys 16, 23: NA- obstacles.
Rwy 27: Standard with minimum climb of 390 feet per NM to 8100.
Rwy 34: NA- ATC.

TAKE-OFF OBSTACLE NOTES

Rwy 5: Ground beginning 5' from DER, 495' right of centerline, up to 3826' MSL.
Fence beginning 423' from DER, 331' right of centerline, up to 10' AGL/ 3832' MSL.
Rwy 27: Building 1593' from DER, 731' left of centerline, 58'AGL/6385' MSL.
Ground beginning 101' from DER, 346' left of centerline, up to 3871' MSL.
Tree 1567' from DER, 616' left of centerline, 47' AGL/ 3906' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climbing left turn heading 310° to intercept HLN VORTAC R-336 to 8100', then climbing left turn to 9000' via HLN VORTAC R-336 to HLN VORTAC.

TAKE-OFF RUNWAY 9: Climbing left turn heading 307° to intercept HLN VORTAC R-336 to 8100', then climbing left turn to 9000' via HLN VORTAC R-336 to HLN VORTAC.

TAKE-OFF RUNWAY 27: Climbing right turn heading 006° to intercept HLN VORTAC R-336 to 8100', then climbing left turn to 9000' via HLN VORTAC R-336 to HLN VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-HLN	APP CRS	Rwy Idg	9000
110.1	267°	TDZE	3852
		Apt Elev	3877

ILS or LOC Y RWY 27

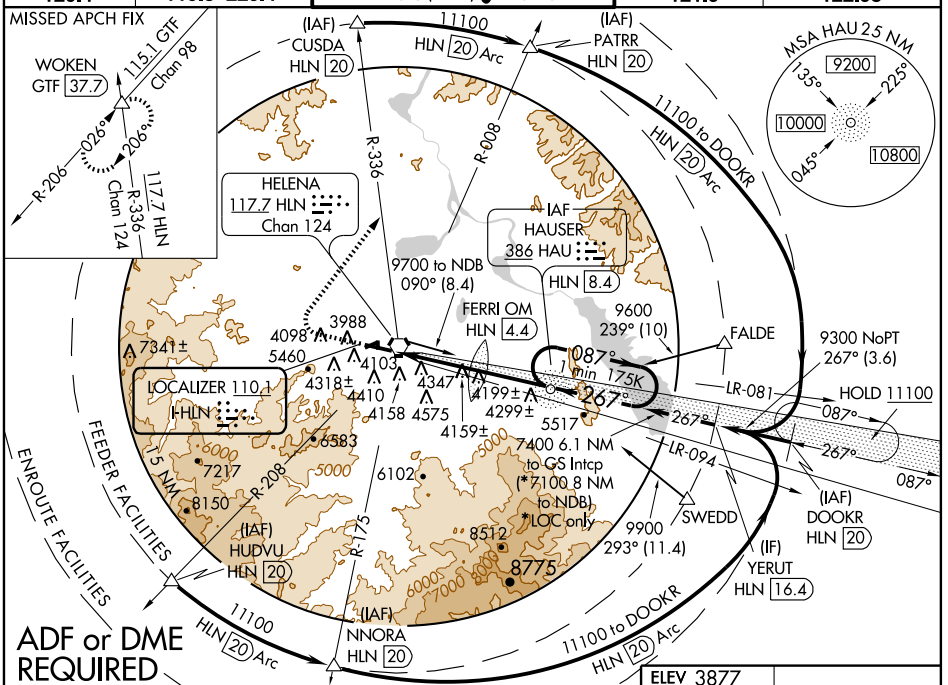
HELENA RGNL (HLN)

Circling NA for Cats. D and E south of Rwy 9-27. Inoperative table does not apply to S-LOC 27 Cats. A-B. For inoperative MALSR, increase S-ILS 27 all Cats. visibility to 2 miles, S-LOC 27 Cat. E visibility to 3 miles, FERRI fix minimums: S-LOC 27 Cat E visibility to 2½ miles. DME arc to final approach required for turbojet aircraft. Holding at HAU NDB authorized for Category A and B aircraft only.

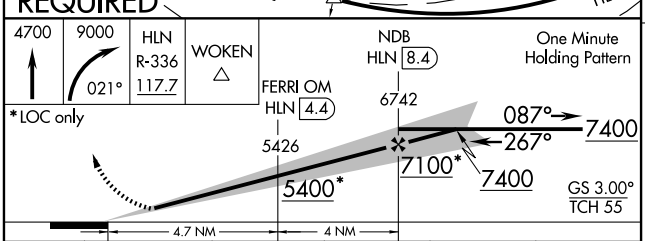
MALSR

MISSED APPROACH: Climb to 4700 then climbing right turn to 9000 via heading 021° and HLN VORTAC R-336 to WOKEN INT and hold.

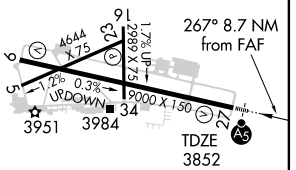
ATIS	HELENA APP CON *	HELENA TOWER *	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95



ADF or DME REQUIRED



ELEV 3877



CATEGORY	A	B	C	D	E
S-ILS 27	4402-1½ 550 (600-1½)				
S-LOC 27	5400-1¼ 1548 (1600-1¼)	5400-1½ 1548 (1600-1½)	5400-2½ 1548 (1600-2½)		
CIRCLING	5400-1¼ 1523 (1600-1¼)	5400-1½ 1523 (1600-1½)	5400-3 1523 (1600-3)		
FERRI FIX MINIMUMS *					
S-LOC 27	4560-½ 708 (700-½)		4560-1½ 708 (700-1½)	4560-1¾ 708 (700-1¾)	4560-2 708 (700-2)
CIRCLING	4640-1 763 (800-1)		4740-2½ 863 (900-2½)	4740-2¾ 863 (900-2¾)	4840-3 963 (1000-3)

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-HLN	APP CRS	Rwy Idg	9000
110.1	267°	TDZE	3852
		Apt Elev	3877

ILS or LOC Z RWY 27

HELENA RGNL (HLN)

Circling NA for Cats. D and E south of Rwy 9-27. DME Arc to final approach required for turbojet aircraft. Holding at HAU NDB authorized for Category A and B aircraft only. Inoperative table does not apply to S-LOC 27 Cats. A-B. For inoperative MALSR, increase S-LOC 27 Cat. E visibility to 3 miles, FERRI fix minimums: S-LOC 27 Cat E visibility to 3 miles.

MALSR

MISSED APPROACH: Climb to 4400 then climbing right turn to 9000 via heading 021° and HLN VORTAC R-336 to WOKEN INT and hold.

ATIS	HELENA APP CON *	HELENA TOWER *	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95

MISSED APCH FIX

WOKEN GTF 37.7

115.1 GTF Chan 98

R-206 026° 206° R-336 117.7 HLN Chan 124

Missed approach obstructions require a minimum climb gradient of 320 feet/NM. If unable to meet rate of climb, see ILS or LOC Y RWY 27.

(IAF) CUSDA HLN 20

(IAF) PATRR HLN 20

HLN 20 Arc 11100

11100 to DOOKR HLN 20 Arc

MSA HAU 2.5 NM

135° 9200 225° 10000 10800 045°

HELENA 117.7 HLN Chan 124

IAF HAUSER 386 HAU HLN 8.4

9700 to NDB 090° (8.4)

FERRI OM HLN 4.4

9600 239° (10)

FALDE

9300 NoPT 267° (3.6)

HOLD 11100 087° 267° LR-081 LR-094

087° 1 min 175K 267°

7400 6.1 NM to GS Intcp (*7100 8 NM to NDB) *LOC only

LOCALIZER 110.1 I-HLN

FEEDER FACILITIES

ENROUTE FACILITIES

5 NM R-208 R-175

(IAF) HUDVU HLN 20

(IAF) NNORA HLN 20

(IAF) DOOKR HLN 20

SWEDD 9900 293° (11.4)

(IF) YERUT HLN 16.4

ADF or DME REQUIRED

4098 3988 5460 7341± 4103 4318± 4410 4158 4575 4347 4199± 4299± 5517 4159± 6583 7217 8150 6102 8512 8775 5000 6000 7000

4400 9000 021° HLN R-336 117.7 WOKEN

*LOC only

NDB HLN 8.4

One Minute Holding Pattern

FERRI OM HLN 4.4

6742 5426 5400* 7100* 7400 087° 267° GS 3.00° TCH 55

4.7 NM 4 NM

ELEV 3877

267° 8.7 NM from FAF

6644 X 75 2989 X 75 1.7% UP 0.3% DOWN 9000 X 150 34 27 3951 3984 TDZE 3852

4174

CATEGORY	A	B	C	D	E
S-ILS 27	4052-½ 200 (200-½)				
S-LOC 27	5400-1¼ 1548 (1600-1¼)	5400-1½ 1548 (1600-1½)	5400-2½ 1548 (1600-2½)		
CIRCLING	5400-1¼ 1523 (1600-1¼)	5400-1½ 1523 (1600-1½)	5400-3 1523 (1600-3)		

FERRI FIX MINIMUMS *

S-LOC 27	4420-½ 568 (600-½)		4420-1 568 (600-1)	4420-1¼ 568 (600-1¼)	4420-1½ 568 (600-1½)
CIRCLING	4640-1 763 (800-1)	4640-1¼ 763 (800-1¼)	4740-2½ 863 (900-2½)	4740-2¾ 863 (900-2¾)	4840-3 963 (1000-3)

REIL Rwy 9 L

MIRL Rwys 5-23 and 16-34 L

HIRL Rwy 9-27 L

FAF to MAP 8.7 NM

Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-HLN	APP CRS	Rwy Idg	N/A
110.1	087°	TDZE	N/A
		Apt Elev	3877

LOC/DME BC-C
HELENA RGNL (HLN)

DME from HLN VORTAC, simultaneous reception of I-HLN and HLN DME required.
Circling NA south of Rwy 9-27 for Cat D.

MISSED APPROACH: Climbing left turn to 9000 via HLN VORTAC R-336 to WOKEN INT and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95

ALTERNATE MISSED APCH FIX
086°
266°
R-086
HELENA HLN 117.7 Chan 124

BACK COURSE

(IAF) USOBE HLN 13
6128
10 NM
9000
HLN 13 Arc
R-336
8330
R-266
(IAF) RICHD HLN 19.7
7505
(IF) LIKVE HLN 13
LR-275
UPUGE HLN 9
MUSEW HLN 7
SAKPE HLN 2.5
LOCALIZER 110.1 I-HLN
HELENA 117.7 HLN Chan 124
267°
086°
266°
HOLD 9800
(EVAGE)
9000 to LIKVE 131° (0.3) and LOC (6.5)
6991
7800
087°
(4)
4219±
LR-256
7341±
7200
087° (2)
4779± 4098 3988
4103
4347
5460
4318±
4410
4158
4575
HLN 13 Arc
9000
VOCSU HLN 13
6626±
R-228
7000
6583
7217
5000
6102
HLN 13 Arc
9700
R-208
R-175
8150
(IAF) UGACE HLN 13
10800
HLN 13 Arc
(IAF) ICADU HLN 13
8512
8775

MISSED APCH FIX
WOKEN GTF 37.7
115.1 GTF Chan 98
026°
206°
R-206
R-336
117.7 HLN Chan 124

MSA HLN 25 NM
135° 9200 225°
9600 10200
045° 10700 315°

ELEV 3877
9
27
4644 X 75
1.7% UP
2688 X 75
1.2%
0.3%
URDOWN
9000 X 150
34
3951
3984
A5
Λ4174

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

LIKVE HLN 13
Disregard glide slope indications.
9000 HLN R-336
WOKEN
UPUGE HLN 9
MUSEW HLN 7
9000
087°
7800
7200
SAKPE HLN 2.5
Procedure Turn NA
4 NM
2 NM
4.5 NM

CATEGORY	A	B	C	D
CIRCLING	5140-1¼ 1263 (1300-1¼)	5140-1½ 1263 (1300-1½)	5140-3	1263 (1300-3)

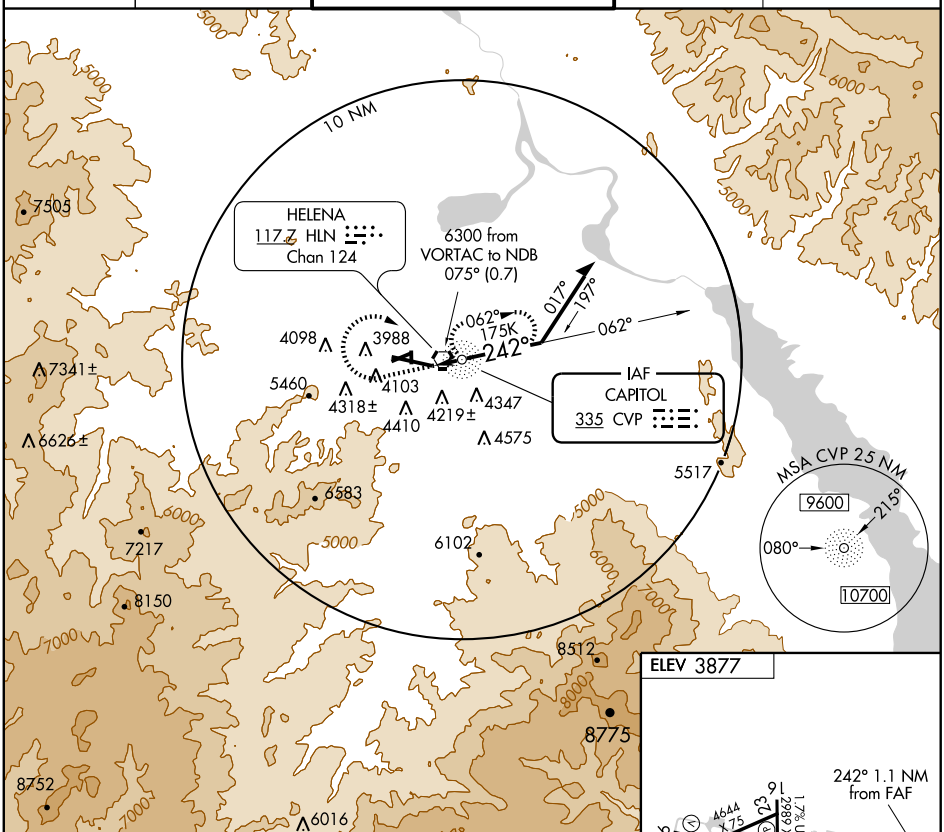
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NDB CVP	APP CRS	Rwy Idg	N/A
335	242°	TDZE	N/A
		Apt Elev	3877

NDB-D
HELENA RGNL (HLN)

MISSED APPROACH: Climb to 5200, then climbing right turn to 6400 direct CVP NDB and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95



REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	4980-1¼ 1103 (1200-1¼)	NA		

FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 23

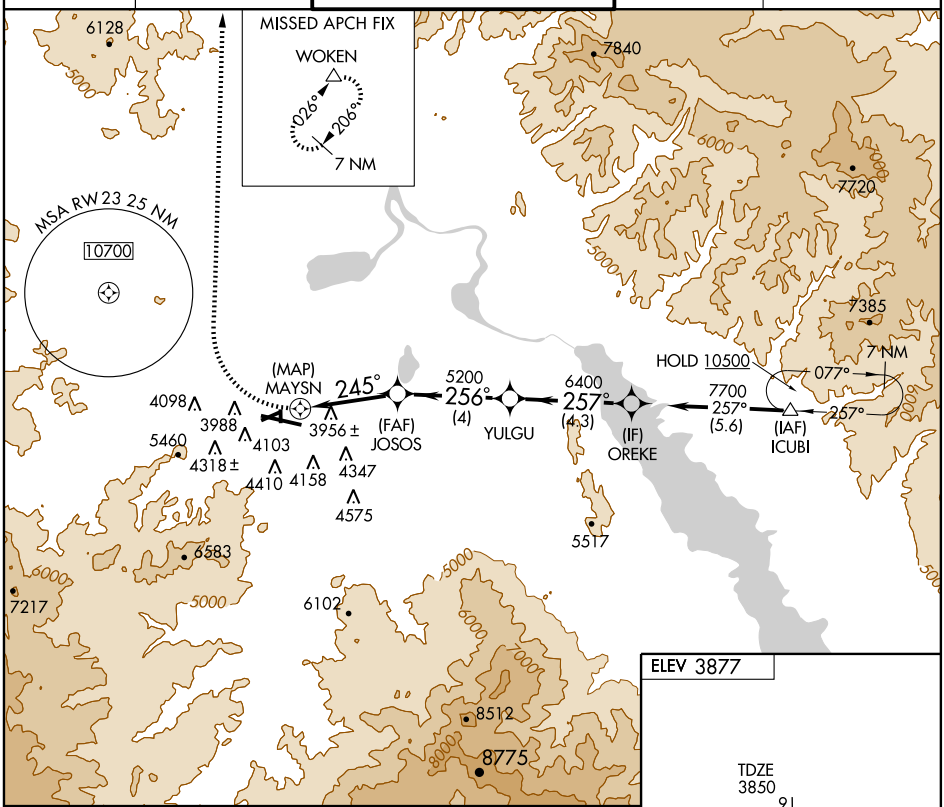
HELENA RGNL (HLN)

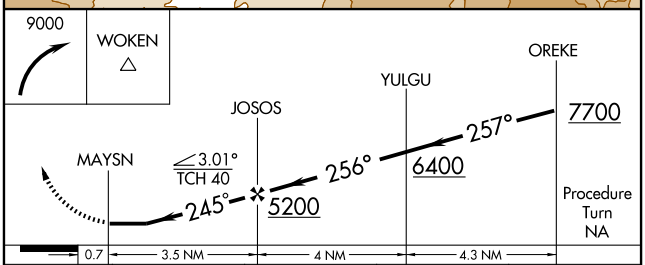
APP CRS	Rwy Idg	4644
245°	TDZE	3850
	Apt Elev	3877

Circling NA for Cat D south of Rwy 9/27.
Visibility reduction by helicopters NA.
DME/DME RNP- 0.3 NA.

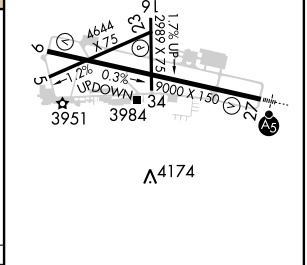
MISSED APPROACH: Climbing right turn to 9000 direct WOKEN and hold, continue climb-in-hold to 9000.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	4760-1¼ 910 (900-1¼)		4760-2¾ 910 (900-2¾)	4760-3 910 (900-3)
CIRCLING	4760-1¼ 883 (900-1¼)		4760-2¾ 883 (900-2¾)	4760-3 883 (900-3)



REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) X RWY 27

HELENA RGNL (HLN)

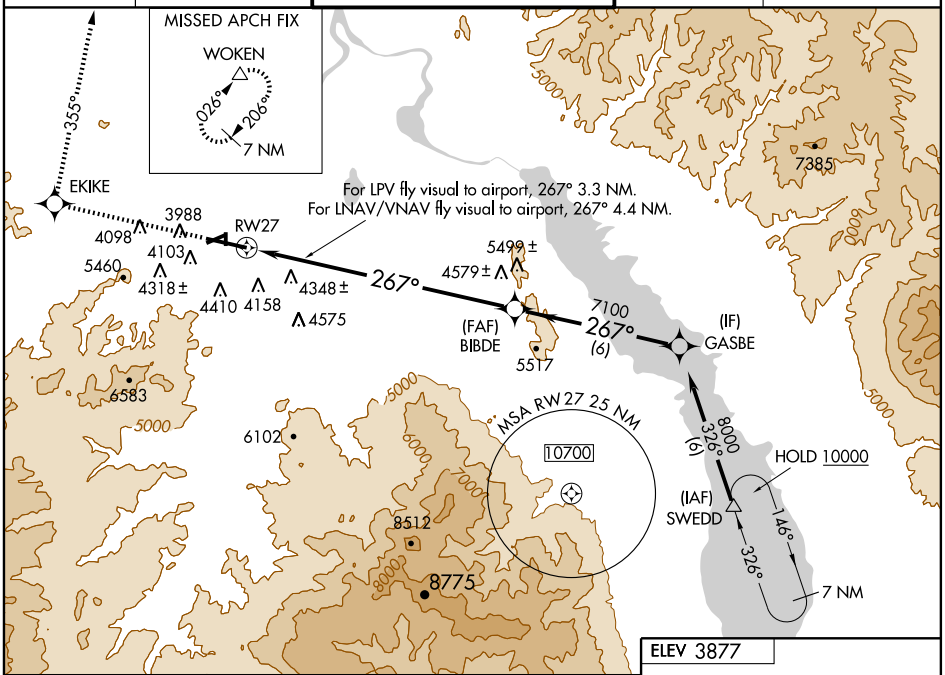
WAAS	APP CRS	Rwy Idg	9000
CH 69405	267°	TDZE	3852
W27A		Apt Elev	3877

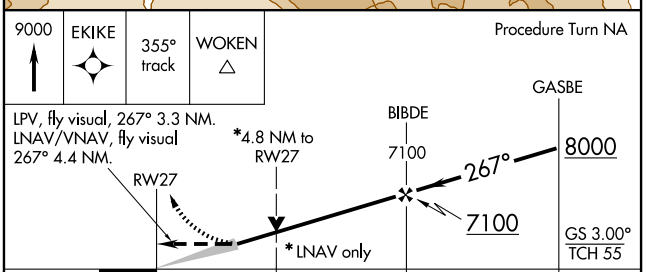
T A Circling NA for Cat D south of Rwy 9-27.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 42°C (107°F). DME/DME RNP- 0.3 NA. Inoperative table does not apply to LNAV Cats A-B.

MALSR

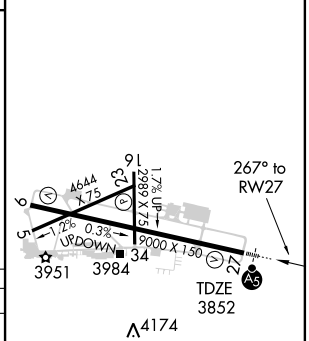
MISSED APPROACH: Climb to 9000 direct EKIKE and via 355° track to WOKEN and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	4965-2 1113 (1100-2)		4965-3 1113 (1100-3)	
LNAV/VNAV DA	5289-2 1437 (1500-2)		5289-3 1437 (1500-3)	
LNAV MDA	5440-1¼ 1588 (1600-1¼)	5440-1½ 1588 (1600-1½)	5440-2½ 1588 (1600-2½)	
CIRCLING	5440-1¼ 1563 (1600-1¼)	5440-1½ 1563 (1600-1½)	5440-3 1563 (1600-3)	



REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9000
087°	TDZE	3864
	Apt Elev	3877

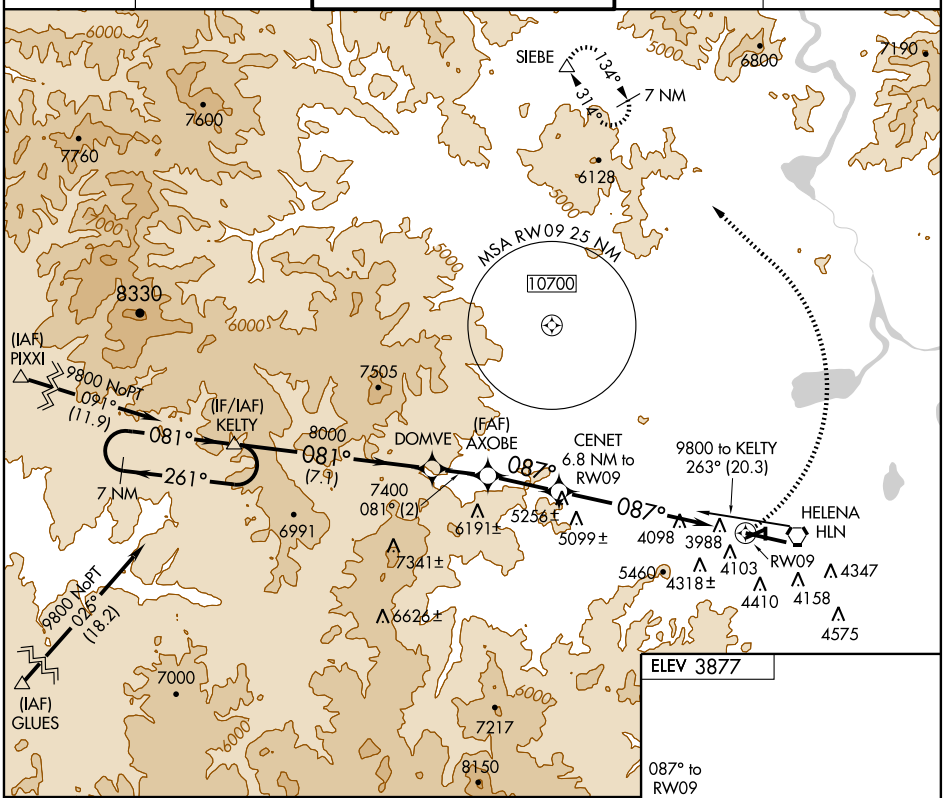
RNAV (GPS) Y RWY 9

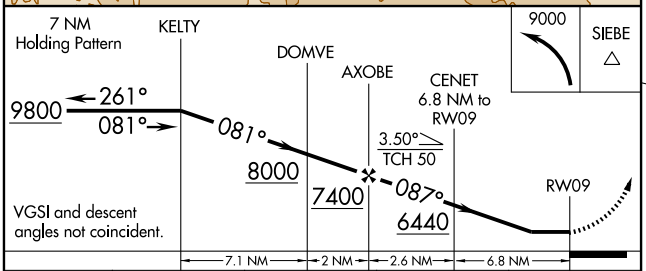
HELENA RGNL (HLN)

Circling NA for Cat D south of Rwy 9-27.
DME/DME RNP- 0.3 NA.
Visibilty reduction by helicopters NA.

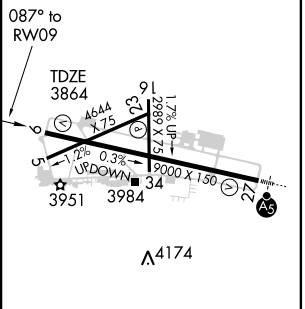
MISSED APPROACH: Climbing left turn to 9000 direct SIEBE and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	5440-1¼ 1576 (1600-1¼)	5440-1½ 1576 (1600-1½)	5440-3 1576 (1600-3)	
CIRCLING	5440-1¼ 1563 (1600-1¼)	5440-1½ 1563 (1600-1½)	5440-3 1563 (1600-3)	



REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9000
267°	TDZE	3852
	Apt Elev	3877

RNAV (RNP) Y RWY 27

HELENA RGNL (HLN)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -22°C (-7°F) or above 41°C (105°F). For inoperative MALSR, increase RNP 0.22* visibility to 1, and RNP 0.30** visibility to 1½ . Missed approach requires RNP less than 1.0. *Missed approach requires minimum climb of 290 feet per NM to 7700. **Missed approach requires minimum climb of 270 feet per NM to 7600; if unable, see RNAV (RNP) Z RWY 27.

MALSR

MISSED APPROACH: Climb to 13000 via 267° track to SAKPE, and via 267° track to MUSEW, and via 267° track to JEBSI, and via 261° track to KELTY, and via 271° track to PIXXI and hold, continue climb-in-hold to 13000.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95

Procedure NA for arrivals on HIA VOR/DME airway radials 276 CW 185 and for arrivals on HLN VORTAC airway radials 009 CW 265 and for arrivals at SUZZY via V343 westbound.

MUSEW 267° (3.7) (4.5) 267° SAKPE 267° (2.2) RW27 (RF REQD) (RNP 0.50) (IAF) HELENA HLN 3956

4098 3988 4103 5460 4318± 4410 4158 4347 4575

(FAF) JEXUT 267° (8) 9500 267° (5) 5517

(IF) BOSCA

153° (10.7) 10000

6583 6102

CEMLI 8512 8775

10000 (11.9)

(IAF) URELE (RNP 0.50) 7385 (IAF) LINGE (RNP 0.50)

9300 169° (21)

9000 223° (17.5)

7200 222° (6.5) FALDE Max 240 KIAS via URELE

(IAF) HEXOL (RNP 0.50)

9000 254° (15.2)

7200 308° (7.8) 7200 (15.5)

(IAF) SWEDD (RNP 0.50)

MISSED APCH FIX

086° PIXXI 266° 8 NM 271° (11.9) KELTY 261° (9.6) JEBSI

MSA RW 27 25 NM 10700

FAVTA Max 230 KIAS

DULCA Max 230 KIAS (6.4) 9000

9100 027° (20.3)

9440

10500 022° (18.4)

WHITEHALL HIA (RF REQD) (RNP 0.50)

(IAF) SUZZY (RF REQD) (RNP 0.50)

ELEV 3877

TDZE 3852

4644 X 75 2289 X 75 1.7% UP 1.7% 0.3% DOWNHILL 9000 X 150 34 3951 3984 4174

267° to RW27

13000	SAKPE	267° track	MUSEW
267°			

BOSCA Procedure Turn NA

JEXUT 6500 267° 7200 6500

RW27

GP 3.00° TCH 55

8 NM 5 NM

CATEGORY	A	B	C	D
RNP 0.22 DA*	4133-½ 281 (300-½)			
RNP 0.30 DA**	4287-1 435 (500-1)			

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9000
087°	TDZE	3864
	Apt Elev	3877

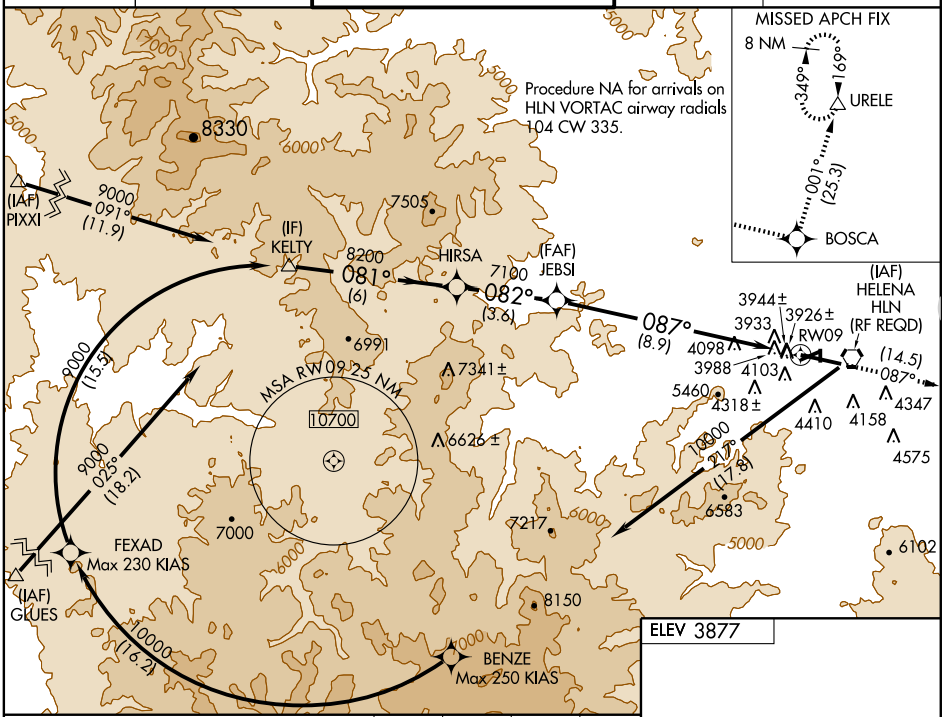
RNAV (RNP) Z RWY 9

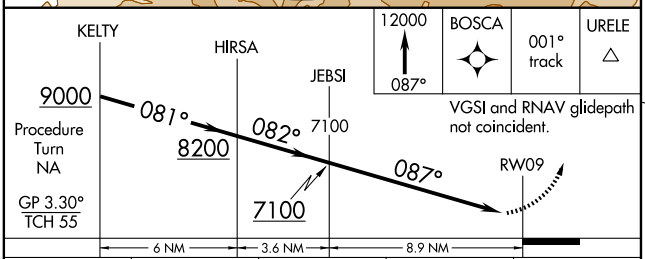
HELENA RGNL (HLN)

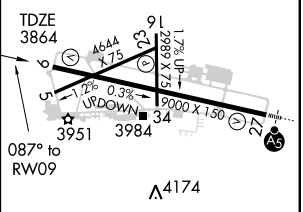
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -22°C (-7°F) or above 54°C (130°F).
When VGSI inoperative, procedure NA at night.
*Missed approach requires minimum climb of 260' per NM to 4300.

MISSED APPROACH: Climb to 12000 via 087° track to BOSCA and via 001° track to URELE and hold, continue climb-in-hold to 12000.

ATIS	HELENA APP CON*	HELENA TOWER*	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
RNP 0.11 DA*	4220-1	356 (400-1)		NA
RNP 0.17 DA	4258-1¼	394 (400-1¼)		NA
RNP 0.30 DA	4353-1½	489 (500-1½)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9000
267°	TDZE	3852
	Apt Elev	3877

RNAV (RNP) Z RWY 27

HELENA RGNL (HLN)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -22°C (-7°F) or above 41°C (105°F). *Missed approach requires minimum climb of 295 feet per NM to 7900. **Missed approach requires minimum climb of 290 feet per NM to 7300. ***Missed approach requires minimum climb of 405 feet per NM to 6300. For inoperative MALSR, increase RNP 0.18* visibility to 1, RNP 0.22** visibility to 1¼ , and RNP 0.30*** visibility to 1½. Inoperative table does not apply to RNP 0.30.

MALSR

MISSED APPROACH: Climb to 13000 via 267° track to JEBSI, and via 261° track to KELTY, and via 271° track to PIXXI and hold, continue climb-in-hold to 13000.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95

Procedure NA for arrivals on HIA VOR/DME airway radials 276 CW 185 and for arrivals on HLN VORTAC airway radials 009 CW 265 and for arrivals at SUZZY via V343 westbound.

(RF REQD) (RNP 0.50) (IAF) HELENA HLN

(IAF) URELE (RNP 0.50)

(IAF) LINGE (RNP 0.50)

(IAF) HEXOL (RNP 0.50)

FALDE Max 240 KIAS via URELE

(FAF) JEXUT

(IF) BOSCA

(IAF) SWEDD (RNP 0.50)

CEMLI

DULCA Max 230 KIAS

FAVTA Max 230 KIAS

MSA RW27 25 NM 10700

(IAF) SUZZY (RF REQD) (RNP 0.50)

WHITEHALL HIA (RF REQD) (RNP 0.50)

MISSED APCH FIX

086° PIXXI 8 NM 266° 271° (11.9) KELTY 261° (9.6) JEBSI

ELEV 3877

TDZE 3852

RW27

4174

267° to RW27

13000 267°	JEBSI	261° track	KELTY

JEXUT 6500 267° 7200 BOSCA

RW27 6500

Procedure Turn NA

GP 3.00° TCH 55

8 NM 5 NM

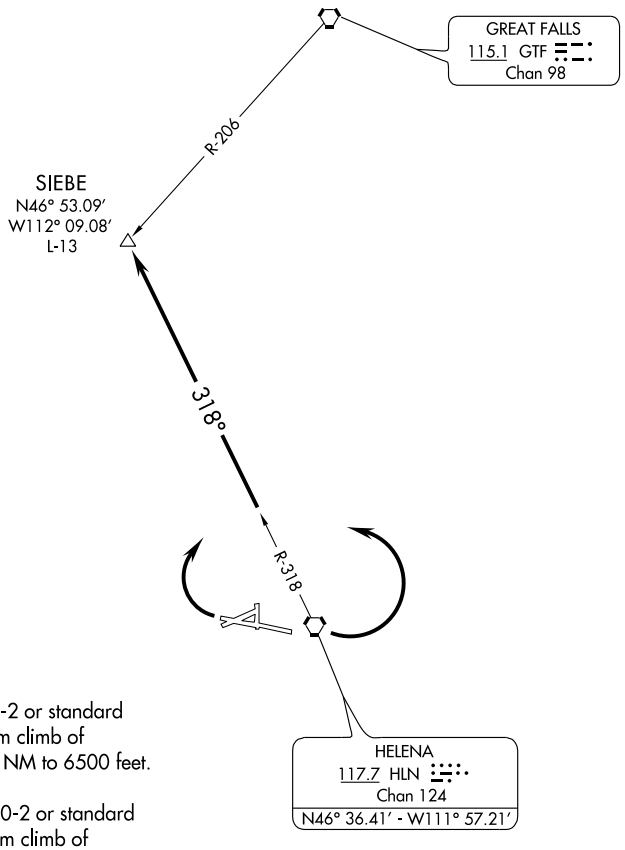
CATEGORY	A	B	C	D
RNP 0.18 DA*	4119-½ 267 (300-½)			
RNP 0.22 DA**	4212-¾ 360 (400-¾)			
RNP 0.30 DA***	4287-1 435 (500-1)			
RNP 0.30 DA	4863-4 1011 (1000-4)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ATIS 120.4
GND CON
121.9
HELENA TOWER★
118.3 (CTAF) 257.8
HELENA DEP CON★
119.5 229.4



NOTE: Rwy 9, 1500-2 or standard with minimum climb of 360 feet per NM to 6500 feet.

NOTE: Rwy 27, 2400-2 or standard with minumum climb of 355 feet per NM to 7100 feet.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn, thence. . . .

TAKE-OFF RUNWAY 27: Climbing right turn, thence. . . .

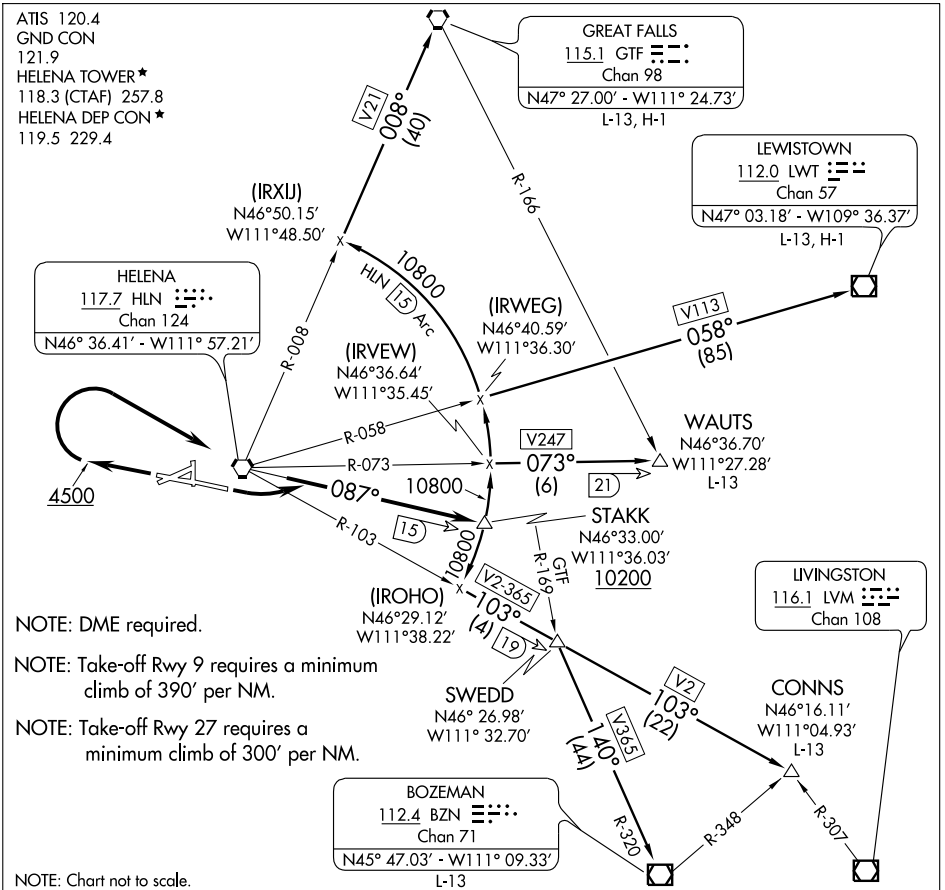
. . . .Intercept HLN R-318 to SIEBE INT.

NW-1, 26 AUG 2010 to 23 SEP 2010

STAKK TWO DEPARTURE

SL-192 (FAA)

HELENA, MONTANA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to intercept HLN R-087 to cross STAKK INT at or above 10200′. Thence via transition.

TAKE-OFF RUNWAY 27: Climb on runway heading to 4500′ then climbing right turn direct HLN VORTAC. Continue climb on HLN R-087 to cross STAKK INT at or above 10200′. Thence via transition.

BOZEMAN TRANSITION (STAKK2.BZN): From over STAKK INT via 15 DME Arc and V365 to BZN VOR/DME.

CONNS TRANSITION (STAKK2.CONNS): From over STAKK INT via 15 DME Arc and V2 to CONNS INT.

GREAT FALLS TRANSITION (STAKK2.GTF): From over STAKK INT via 15 DME Arc and V21 to GTF VORTAC.

LEWISTOWN TRANSITION (STAKK2.LWT): From over STAKK INT via 15 DME Arc and V113 to LWT VORTAC.

WAUTS TRANSITION (STAKK2.WAUTS): From over STAKK INT via 15 DME Arc and V247 to WAUTS INT.

NW-1, 26 AUG 2010 to 23 SEP 2010

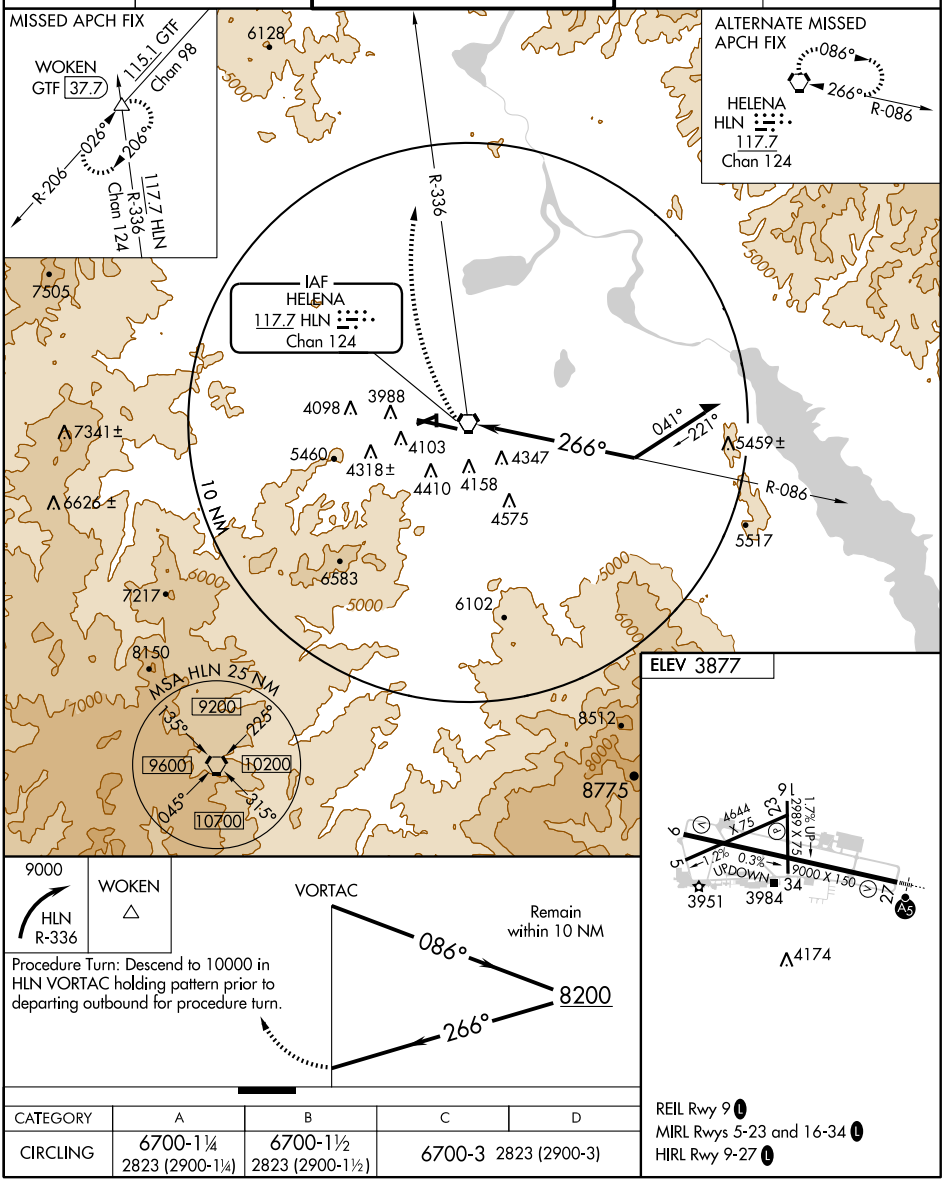
VORTAC HLN 117.7 Chan 124	APP CRS 266°	Rwy Idg N/A TDZE N/A Apt Elev 3877

VOR-A
HELENA RGNL (HLN)

Circling NA for Cat D south of Rwy 9-27.

MISSED APPROACH: Climbing right turn to 9000 via HLN VORTAC R-336 to WOKEN INT and hold.

ATIS 120.4	HELENA APP CON ★ 119.5 229.4	HELENA TOWER ★ 118.3 (CTAF) L 257.8	GND CON 121.9	UNICOM 122.95



CATEGORY	A	B	C	D
CIRCLING	6700-1¼ 2823 (2900-1¼)	6700-1½ 2823 (2900-1½)	6700-3 2823 (2900-3)	

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

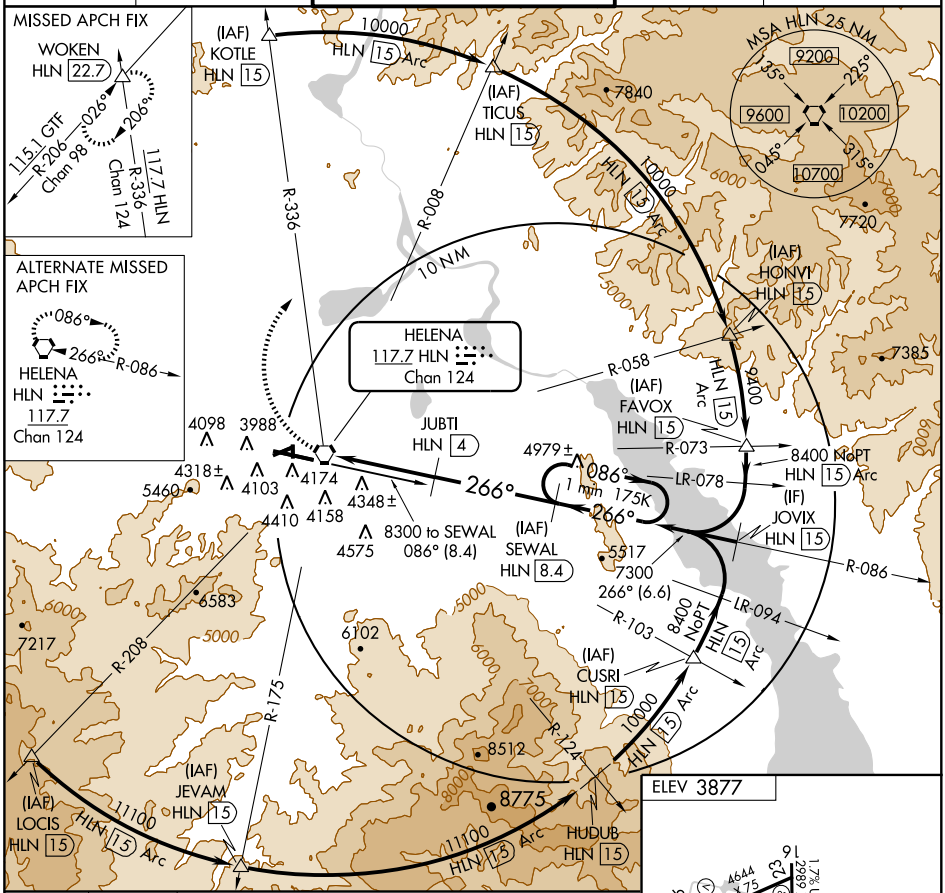
VORTAC HLN 117.7 Chan 124	APP CRS 266°	Rwy Idg N/A TDZE N/A Apt Elev 3877

VOR/DME-B
HELENA RGNL (HLN)

Circling NA for Cat D south of Rwy 9-27.
DME Arc to final approach course required for turbojet aircraft.
Holding at SEWAL authorized for Cat A and B aircraft only.

MISSED APPROACH: Climbing right turn to 9000 via HLN VORTAC R-336 to WOKEN INT/22.7 DME and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95



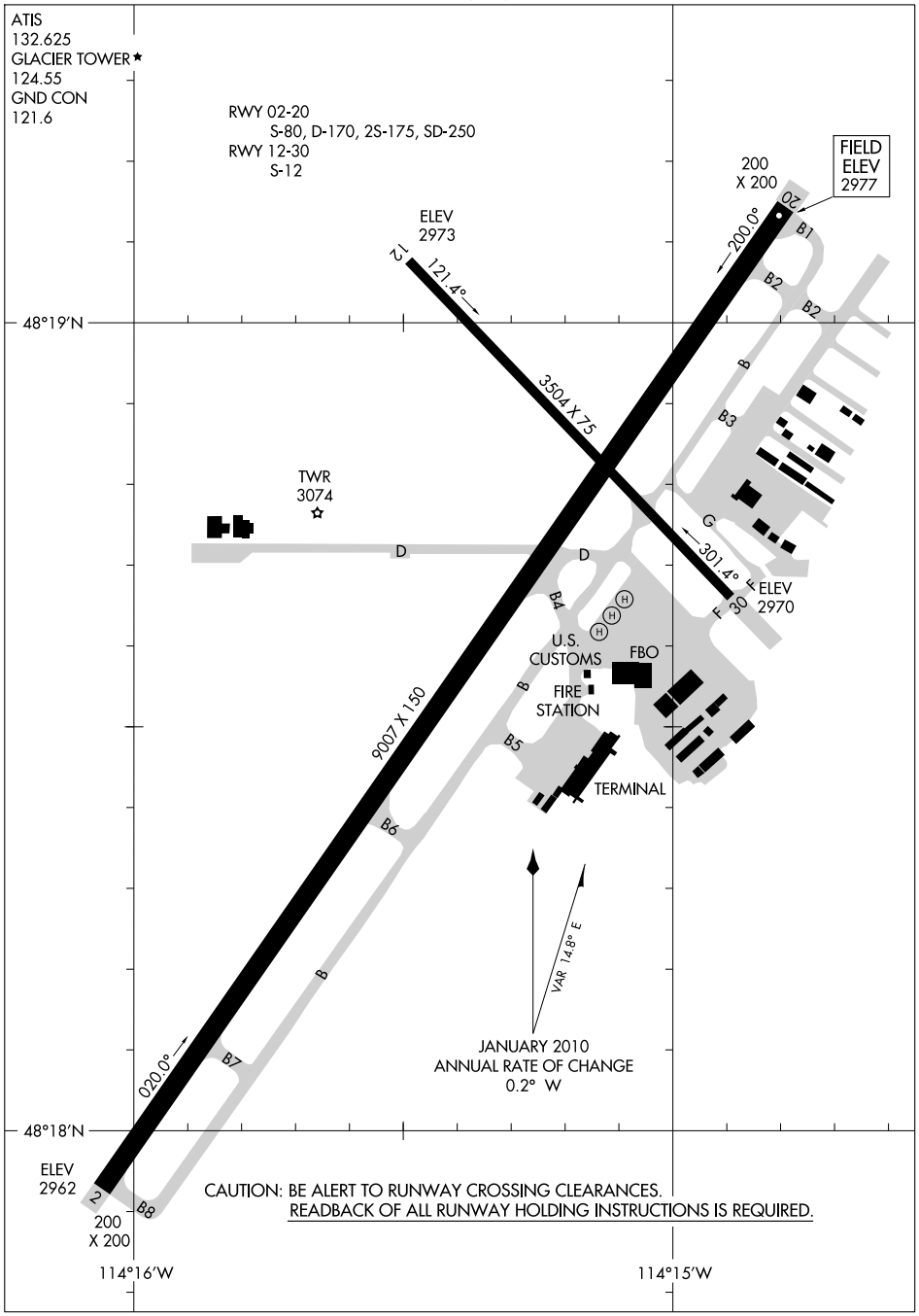
CATEGORY	A	B	C	D
CIRCLING	4760-1¼ 883 (900-1¼)		4760-2¾ 883 (900-2¾)	4760-3 883 (900-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-887 (FAA)

KALISPELL/ GLACIER PARK INTL (GPI)
KALISPELL, MONTANA



NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

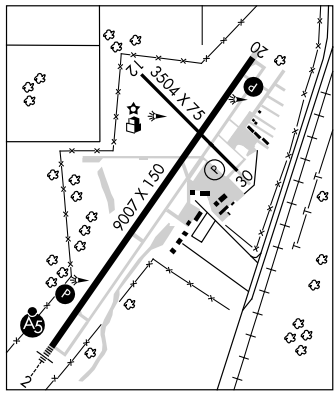
KALISPELL, MONTANA
KALISPELL/ GLACIER PARK INTL (GPI)

10210

KALISPELL N48°12.85′ W114°10.55′ NOTAM FILE FCA
GREAT FALLS
(H) VORW/DME 113.2 FCA Chan 79 229° 5.6 NM to Kalispell City. 2984/18E. **H–1C, L–13C**
VOR/DME unusable:
350°–010° byd 10 NM blo 23,000′ 160°–280° byd 30 NM blo 13,000′
010°–070° byd 10 NM
VOR portion unusable:
070°–088° byd 20 NM blo 16,000′ 088°–113° byd 35 NM blo 16,000′
088°–113° byd 22 NM blo 13,000′
DME unusable:
070°–113° byd 20 NM blo 16,000′ 070°–113° byd 37 NM

KALISPELL

GLACIER PARK INTL (GPI) 6 NE UTC−7(−6DT) N48°18.63′ W114°15.36′
GREAT FALLS
2977 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index B NOTAM FILE FCA **H–1C, L–13C**
RWY 02–20: H9007X150 (ASPH–GRVD) S–80, D–170, 2S–175, 2D–250 HIRL **IAP, AD**
RWY 02: MALSR. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 47′.
RWY 12–30: H3504X75 (ASPH–PFC) S–12 MIRL
RWY 12: Trees. **RWY 30:** PAPI(P4L)—GA 3.0° TCH 26′. Tree.
AIRPORT REMARKS: Attended continuously. CLOSED to unscheduled air carrier ops with more than 30 passenger seat except PPR call arpt manager 406–257–5994. ACTIVATE HIRL Rwy 02–20, MIRL Rwy 12–30, MALSR Rwy 02, REIL RWY 20 and PAPI Rwy 02 and Rwy 20—CTAF.
WEATHER DATA SOURCES: ASOS 132.625 (406) 756–8879.
COMMUNICATIONS: CTAF 124.55 **ATIS** 132.625 **UNICOM** 122.95
LAKESIDE RCO 122.5 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 133.4
TOWER 124.55 (1500–0700Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1500–0700Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE FCA.
KALISPELL (H) VORW/DME 113.2 FCA Chan 79 N48°12.85′ W114°10.55′ 313° 6.6 NM to fld. 2984/18E.
SMITH LAKE NDB (MHW) 515 SAK N48°06.50′ W114°27.68′ 019° 14.7 NM to fld.
ILS 111.5 I–GPI Rwy 02.



KALISPELL CITY (S27) 1 S UTC−7(−6DT) N48°10.71′ W114°18.22′
GREAT FALLS
2932 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13C**
RWY 13–31: H3600X60 (ASPH) S–4 LIRL (NSTD)
RWY 13: Tree. **RWY 31:** Thld dsplcd 155′. Towers.
AIRPORT REMARKS: Attended dalgt hours. Parachute Jumping. Ultralights on and in vicinity of arpt. Glider activity on and in vicinity of arpt. Twr 400′ AGL 3 miles E unlighted. Rwy 31 lgtd thld relocated 155′ for night ops, 3445′ of Rwy 13–31 usable at ngt. Rwy 13–31 NSTD LIRL. Rwy 13 thld lgts located at end of rwy. ACTIVATE LIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
LAKESIDE RCO 122.5 (GREAT FALLS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE FCA.
(H) VORW/DME 113.2 FCA Chan 79 N48°12.85′ W114°10.55′ 229° 5.6 NM to fld. 2984/18E.

KONNA N47°05.66′ W114°23.81′. NOTAM FILE MSO.
GREAT FALLS
NDB (HW) 521 INE 113° 16.5 NM to Missoula Intl. **L–13B**

LAKESIDE N48°00.68′ W114°21.87′
GREAT FALLS
RCO 122.5 (GREAT FALLS RADIO) **L–13B**

LOC I-GPI	APP CRS	Rwy Idg	9007
111.5	020°	TDZE	2966
		Apt Elev	2977

ILS or LOC RWY 2

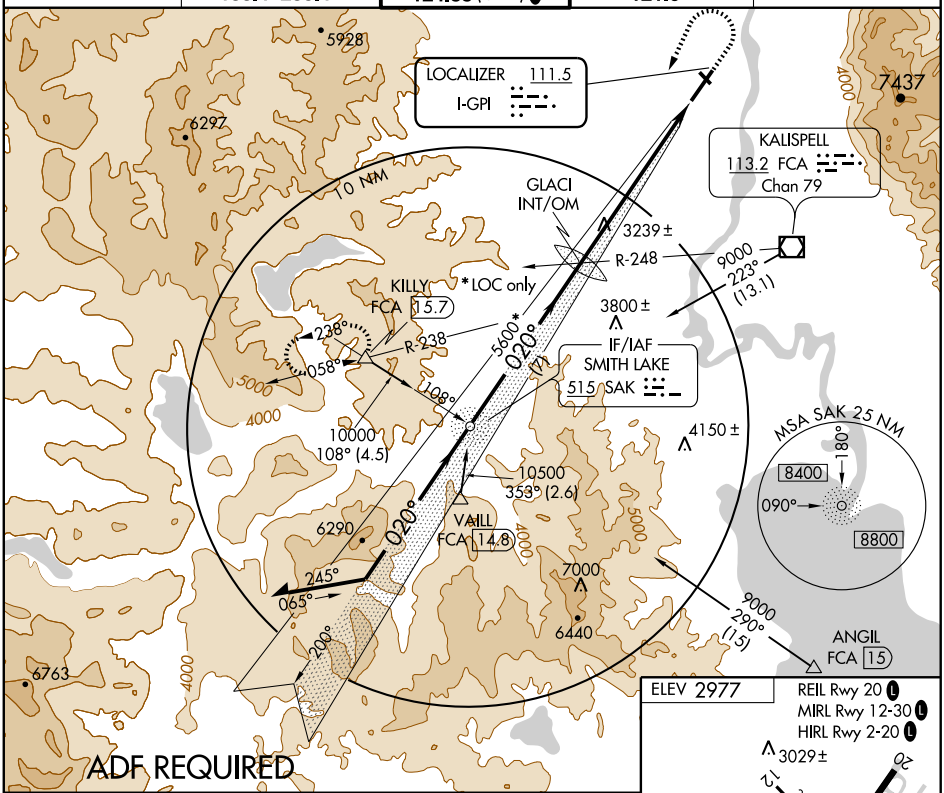
KALISPELL/ GLACIER PARK INTL (GPI)

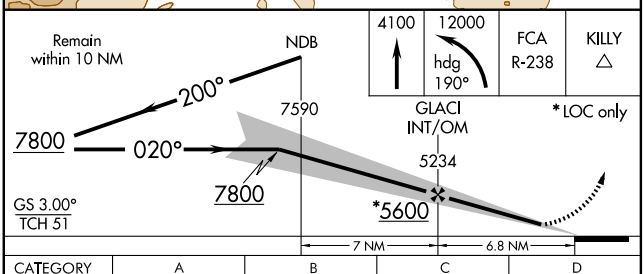
T A — ADF required.

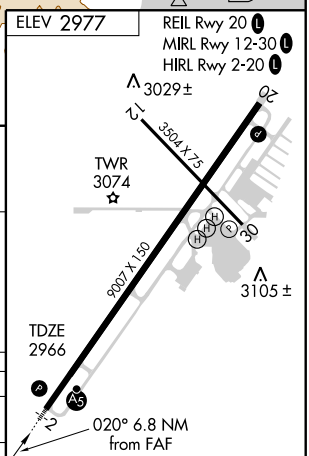
MALSR

MISSED APPROACH: Climb to 4100 then climbing left turn to 12000 via heading 190° and via FCA VOR/DME R-238 to KILLY INT/FCA 15.7 DME and hold, continue climb-in-hold to 12000.

ATIS	SALT LAKE CENTER	GLACIER TOWER★	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 2	3166-½ 200 (200-½)			
S-LOC 2	3540-½ 574 (600-½)		3540-1 574 (600-1)	3540-1¼ 574 (600-1¼)
CIRCLING	3540-1 563 (600-1)		3640-1¾ 663 (700-1¾)	3640-2 663 (700-2)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3504
301°	TDZE	2974
	Apt Elev	2977

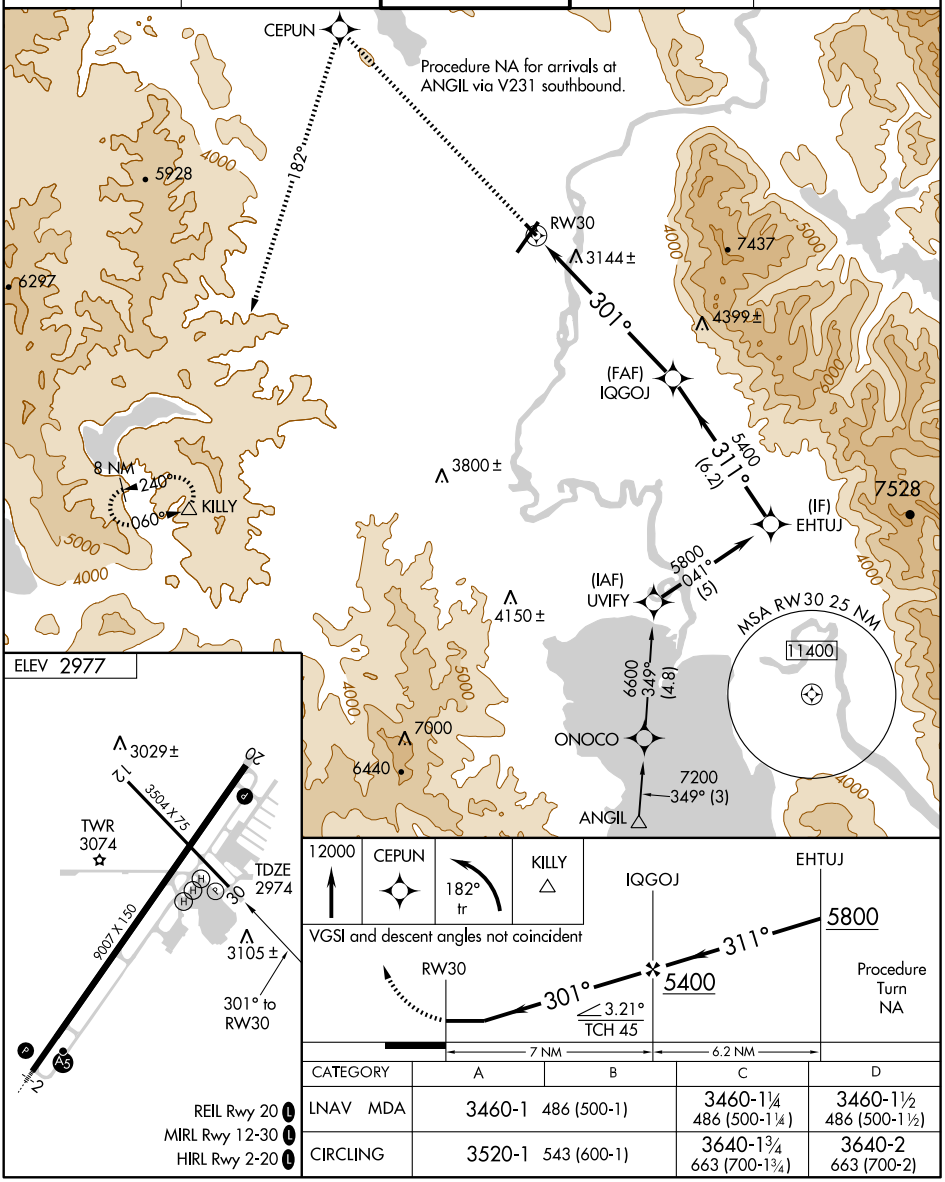
RNAV (GPS) RWY 30

KALISPELL/GLACIER PARK INTL (GPI)

Straight-in minimums NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 12000 direct CEPUN and left turn via track 182° to KILLY and hold, continue climb-in-hold to 12000.

ATIS	SALT LAKE CENTER	GLACIER TOWER★	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	3460-1 486 (500-1)		3460-1¼ 486 (500-1¼)	3460-1½ 486 (500-1½)
CIRCLING	3520-1 543 (600-1)		3640-1¾ 663 (700-1¾)	3640-2 663 (700-2)

REIL Rwy 20 L
MIRL Rwy 12-30 L
HIRL Rwy 2-20 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9007
CH 70799	020°	TDZE	2966
W02A		Apt Elev	2977

RNAV (GPS) Z RWY 2

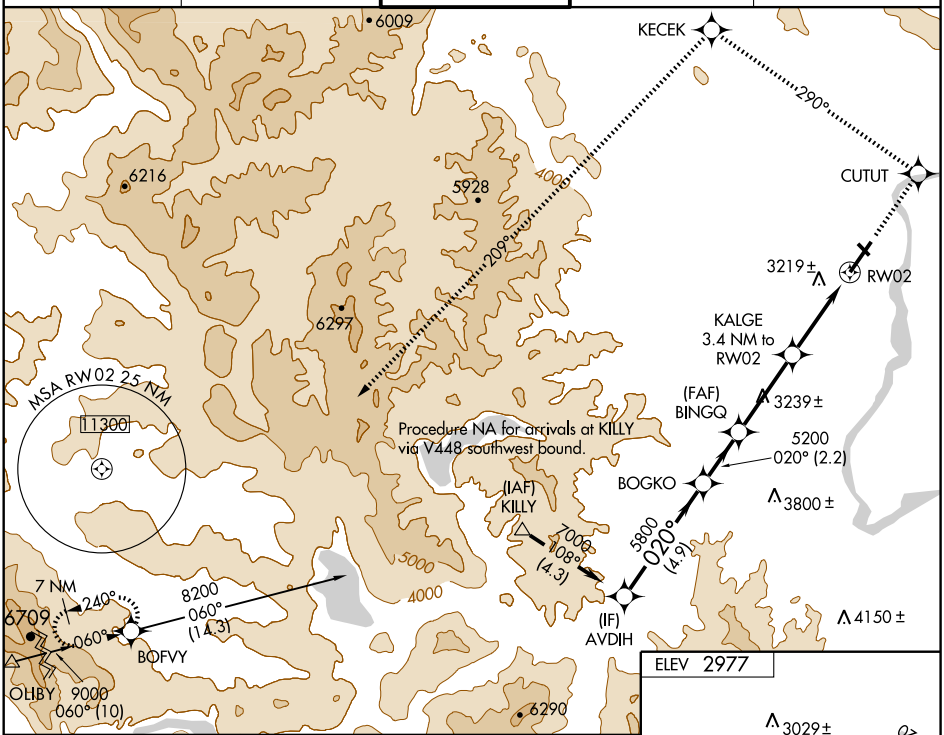
KALISPELL/ GLACIER PARK INTL (GPI)

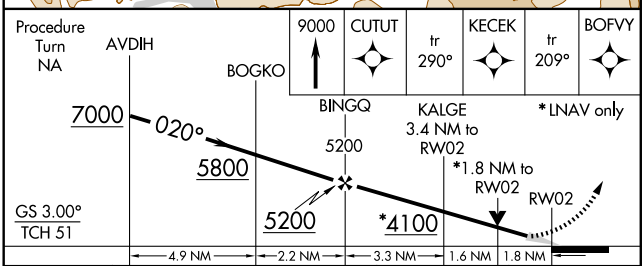
For inoperative MALSR, increase LPV visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA.

MALSR

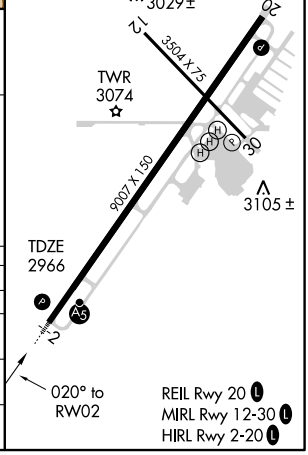
MISSED APPROACH: Climb to 9000 direct CUTUT and via track 290° to KECEK and via track 209° to BOFVY and hold.

ATIS	SALT LAKE CENTER	GLACIER TOWER★	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
LPV DA	3297-¾ 331 (400-¾)			
LNAV/ VNAV DA	3502-1½ 536 (600-1½)			
LNAV MDA	3600-½ 634 (700-½)		3600-1¼ 634 (700-1¼)	3600-1½ 634 (700-1½)
CIRCLING	3600-1 623 (700-1)		3640-1¾ 663 (700-1¾)	3640-2 663 (700-2)



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9007
200°	TDZE	2977
	Apt Elev	2977

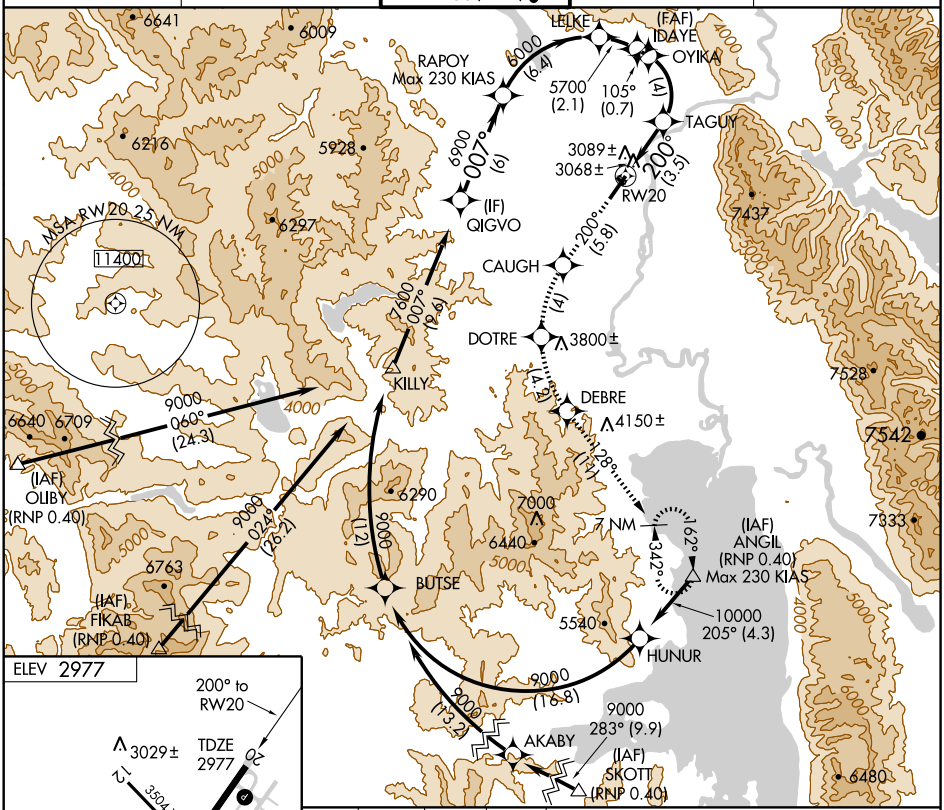
RNAV (RNP) RWY 20

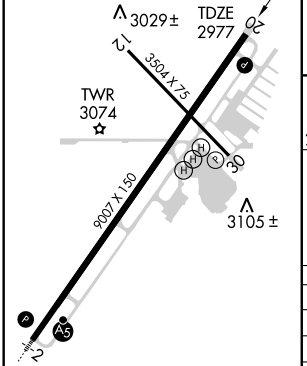
KALISPELL/ GLACIER PARK INTL (GPI)

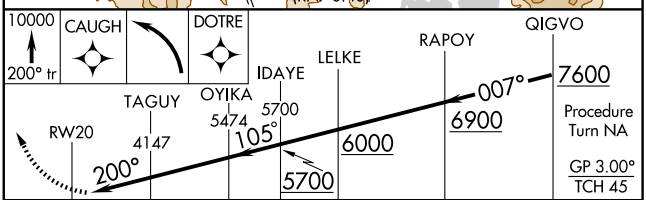
T A RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 43°C (109°F).
*Missed approach requires minimum climb of 235 feet per NM to 6900. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 10000 via 200° track to CAUGH and via left turn to DOTRE, and via left turn to DEBRE, and via 128° track to ANGIL and hold, continue climb-in-hold to 10000.

ATIS	SALT LAKE CENTER	GLACIER TOWER*	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
RNP 0.10 DA*	3344-1¼ 367 (400-1¼)			
RNP 0.30 DA*	3446-1¾ 469 (500-1¾)			
RNP 0.30 DA	3662-2½ 685 (700-2½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	9007
020°	TDZE	2966
	Apt Elev	2977

RNAV (RNP) Y RWY 2

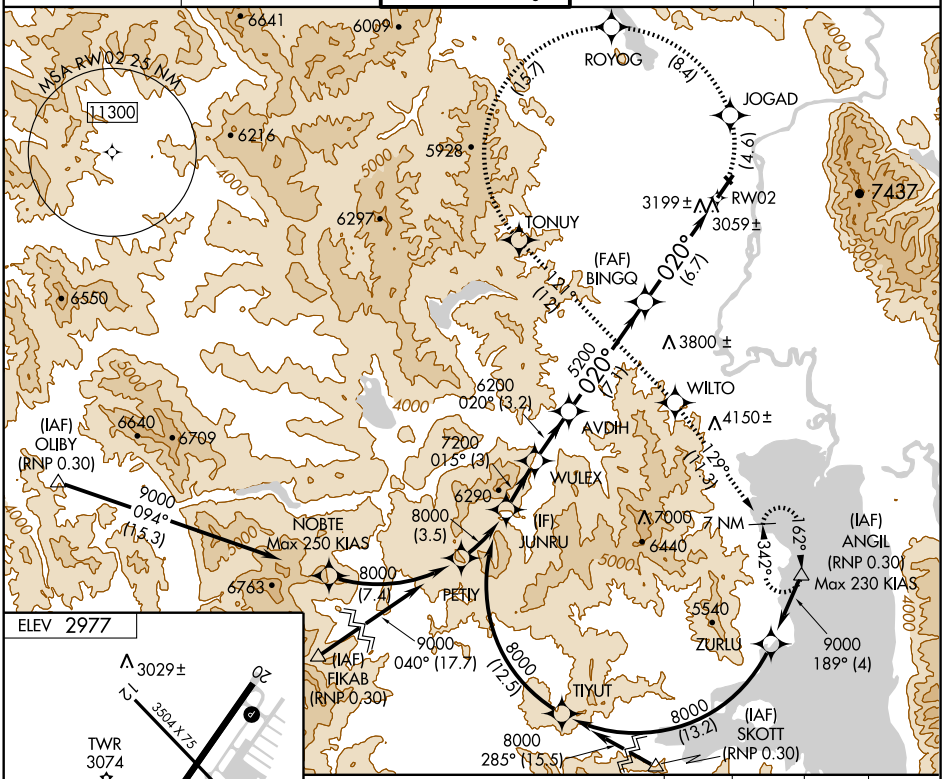
KALISPELL/ GLACIER PARK INTL (GPI)

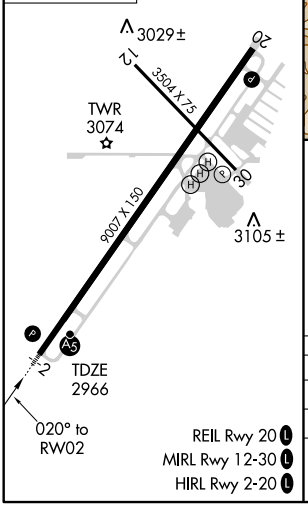
T RF and GPS required.
A *Missed approach requires minimum climb of 220 feet per NM to 6100.
Missed approach requires RNP less than 1.0.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 43°C (109°F). For inoperative MALSR increase RNP 0.10* visibility to 1¼ and RNP 0.30 visibility to 2.

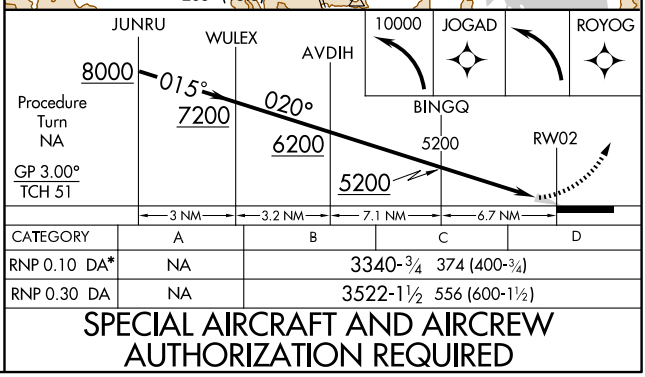
MALSR

MISSED APPROACH: Climb to 10000 via left turn to JOGAD, and via left turn to ROYOG and via left turn to TONUY, and via 121° track to WILTO and via 129° track to ANGIL and hold.

ATIS	SALT LAKE CENTER	GLACIER TOWER *	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF) L	121.6	122.95





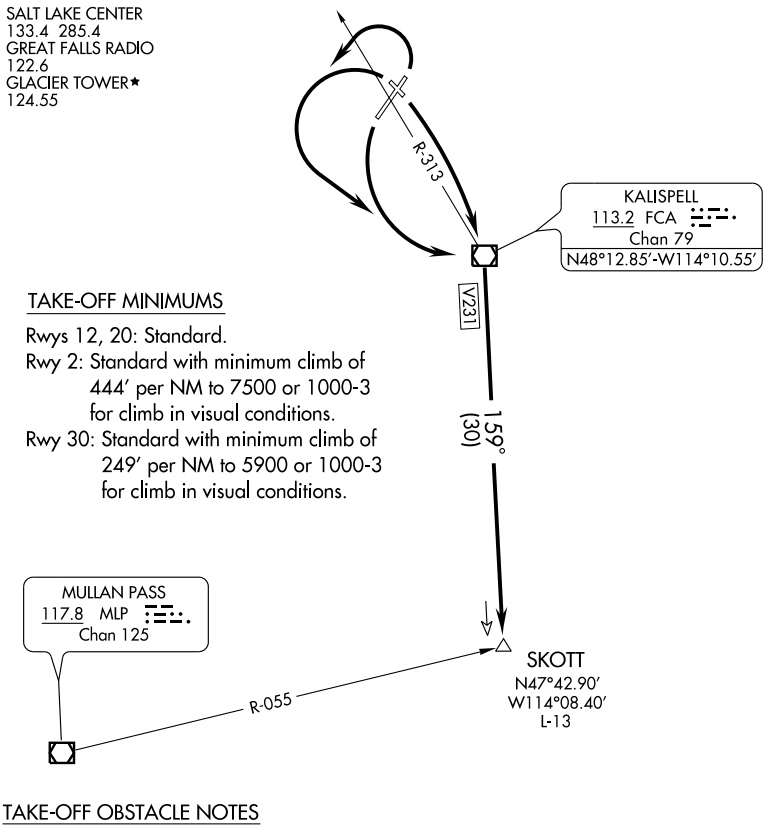


CATEGORY	A	B	C	D
RNP 0.10 DA*	NA	3340-¾ 374 (400-¾)		
RNP 0.30 DA	NA	3522-1½ 556 (600-1½)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SKOTT ONE DEPARTURE (OBSTACLE)



TAKE-OFF MINIMUMS

Rwys 12, 20: Standard.
Rwy 2: Standard with minimum climb of 444' per NM to 7500 or 1000-3 for climb in visual conditions.
Rwy 30: Standard with minimum climb of 249' per NM to 5900 or 1000-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Multiple trees beginning 1468' from DER, 674' right of centerline, up to 91' AGL/3061' MSL.
Rwy 12: Multiple trees beginning 1426' from DER, 543' left of centerline, up to 129' AGL/3082' MSL.
Railroad 702' from DER, 317' left of centerline, 31' AGL/2997' MSL.
Road 544' from DER, 299' left of centerline, 22' AGL/2988' MSL.
Rwy 20: Multiple trees beginning 2742' from DER, 1140' left of centerline, up to 107' AGL/3169' MSL.
Rwy 30: Multiple trees beginning 1848' from DER, 722' left of centerline, up to 104' AGL/3067' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 3800, then via FCA R-313 to FCA VOR/DME, thence....

TAKE-OFF RUNWAY 30: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 3800, then via FCA R-313 to FCA VOR/DME, thence....

TAKE-OFF RUNWAY 12: Climbing right turn direct FCA VOR/DME, thence....

TAKE-OFF RUNWAY 20: Climbing left turn direct FCA VOR/DME, thence....

....continue climb to 10,000 via FCA R-159 to SKOTT INT.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME FCA	APP CRS	Rwy Idg	3504
113.2	316°	TDZE	2974
Chan 79		Apt Elev	2977

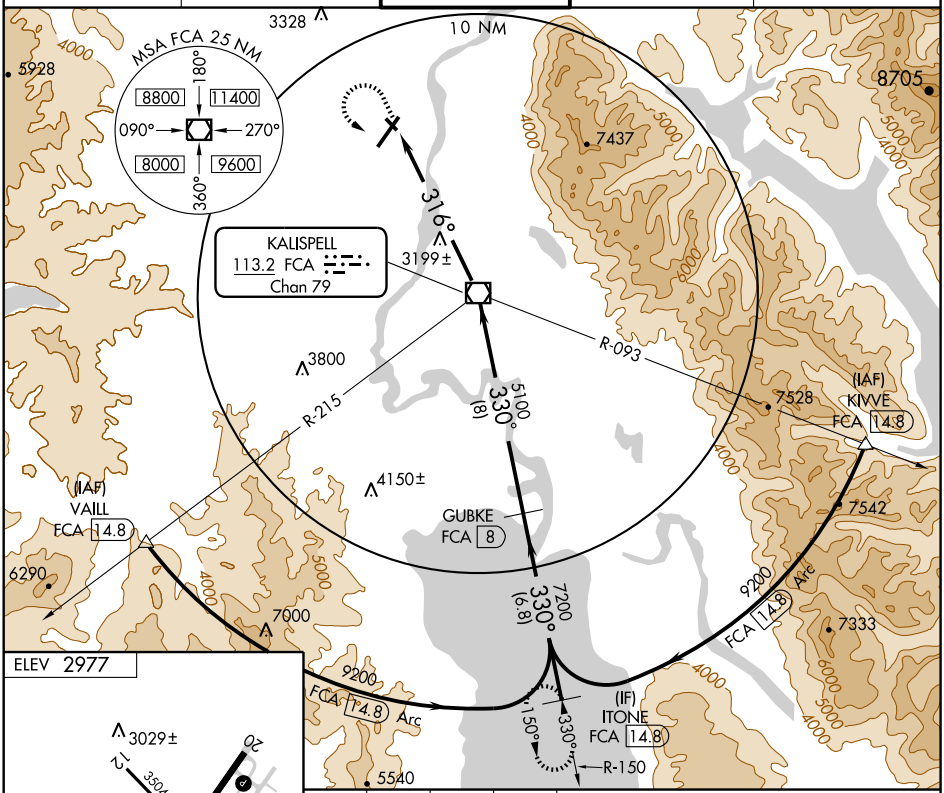
VOR/DME RWY 30

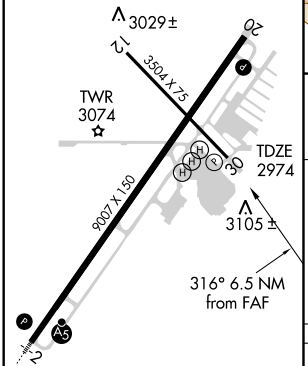
KALISPELL/ GLACIER PARK INTL (GPI)

Visibility reduction by helicopters not authorized. When VGSI inoperative, straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 4000 then climbing left turn to 9300 via heading 130° and FCA R-150 to ITONE/14.8 DME and hold, continue climb-in-hold to 9300.

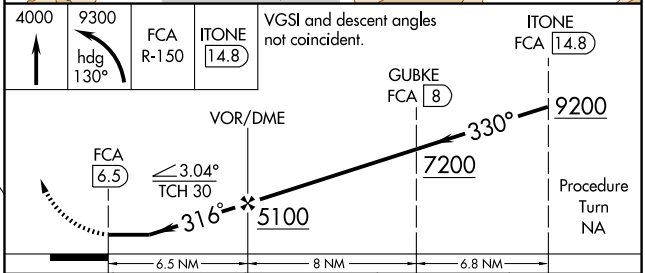
ATIS	SALT LAKE CENTER	GLACIER TOWER★	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF) L	121.6	122.95





4000	9300 hdg 130°	FCA R-150	ITONE 14.8

VGSI and descent angles not coincident.

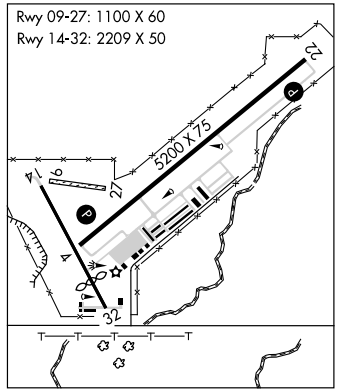


CATEGORY	A	B	C	D
S-30	3480-1 506 (600-1)		3480-1½ 506 (600-1½)	
CIRCLING	3520-1 543 (600-1)		3640-1¾ 663 (700-1¾)	3640-2 663 (700-2)

REIL Rwy 20 L
MIRL Rwy 12-30 L
HIRL Rwy 2-20 L

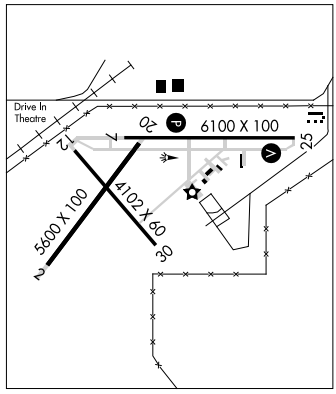
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LAUREL MUNI (6S8) 2 N UTC−7(−6DT) N45°42.19′ W108°45.67′ **BILLINGS**
3517 B S4 **FUEL** 100, MOGAS NOTAM FILE GTF **H–1E, L–13D**
RWY 04–22: H5200X75 (ASPH) S–12.5 MIRL 0.6% up SW **IAP**
RWY 04: PAPI(P2L)—GA 3.0° TCH 31′.
RWY 22: PAPI(P2L)—GA 3.0° TCH 41′.
RWY 14–32: H2209X50 (ASPH) S–8 2.5% up NW
RWY 14: Hill. **RWY 32:** Thld dsplcd 514′. Trees.
RWY 09–27: 1100X60 (TURF) 2.3% up W
RWY 09: Fence. **RWY 27:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡, Sat–Sun intermittently. Parachute Jumping. Ultralights on and in vicinity of arpt. Numerous deer and antelope on and invof rwy. PAEW intermittently invof of all rwys, twys and ramps. Intermittent snow removal be alert during winter months. Rwy 09 not maintained during winter. Rwy 09–27 surface rough. PAEW north of Rwy 04–22. Rwy 09–27 marker cones full rwy length. Rwy 32 dsplcd thld marked not lgtd. ACTIVATE MIRL Rwy 04–22 and PAPI Rwys 04 and 22—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 123.05
Ⓡ **BILLINGS APP/DEP CON** 119.2 120.5
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 208° 8.5 NM to fld. 3808/14E.



LAVINA (8ØS) 2 NW UTC−7(−6DT) N46°18.43′ W108°57.34′ **BILLINGS**
3490 NOTAM FILE GTF
RWY 07–25: 3460X100 (TURF)
RWY 07: Fence. **RWY 25:** Fence.
AIRPORT REMARKS: Unattended. No snow removal. Rwy 07–25 very muddy when wet; rough with gopher holes. Rwy 07–25 marked with cones full rwy length.
COMMUNICATIONS: CTAF 122.9

LEWISTOWN MUNI (LWT) 2 SW UTC−7(−6DT) N47°02.96′ W109°28.00′ **GREAT FALLS**
4170 B S4 **FUEL** 100, JET A Class III, ARFF Index A NOTAM FILE LWT **H–1D, L–13D**
RWY 07–25: H6100X100 (ASPH) S–40, D–55, 2S–82, 2D–95 MIRL 0.3% up W **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 51′.
RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 02–20: H5600X100 (ASPH) S–12.5, D–80, 2S–101, 2D–120 MIRL 0.7% up SW
RWY 20: Building.
RWY 12–30: H4102X60 (ASPH) S–12.5 MIRL 0.8% up SE
RWY 12: Railroad.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–5600 TODA–5600 ASDA–5600 LDA–5600
RWY 07: TORA–6100 TODA–6100 ASDA–6100 LDA–6100
RWY 20: TORA–5600 TODA–5600 ASDA–5600 LDA–5600
RWY 25: TORA–6100 TODA–6100 ASDA–6100 LDA–6100
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Rwy 02–20 and Rwy 12–30 CLOSED during snow conditions. Afld sfc conditions not monitored 0330–1400Z‡. Rwy 02–20 day use only and not plowed during snow. Rwy 02–20 asph spalling. Rwy 02–20 MIRL OTS indef. ACTIVATE MIRL Rwy 02–20, Rwy 07–25, and Rwy 12–30 PAPI Rwy 07, VASI Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (406) 538–2653.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.35 (GREAT FALLS RADIO)
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.
(H) VORW/DME 112.0 LWT Chan 57 N47°03.18′ W109°36.37′ 077° 5.7 NM to fld. 4133/15E.
VOR/DME unusable:
125°–179° byd 30 NM blo 14,000′
215°–239° byd 30 NM blo 14,000′
DME unusable:
040°–055° byd 30 NM blo 10,000′
360°–015° byd 30 NM blo 10,000



APP CRS	Rwy Idg	5200
036°	TDZE	3488
	Apt Elev	3517

RNAV (GPS) RWY 4

LAUREL MUNI (6S8)

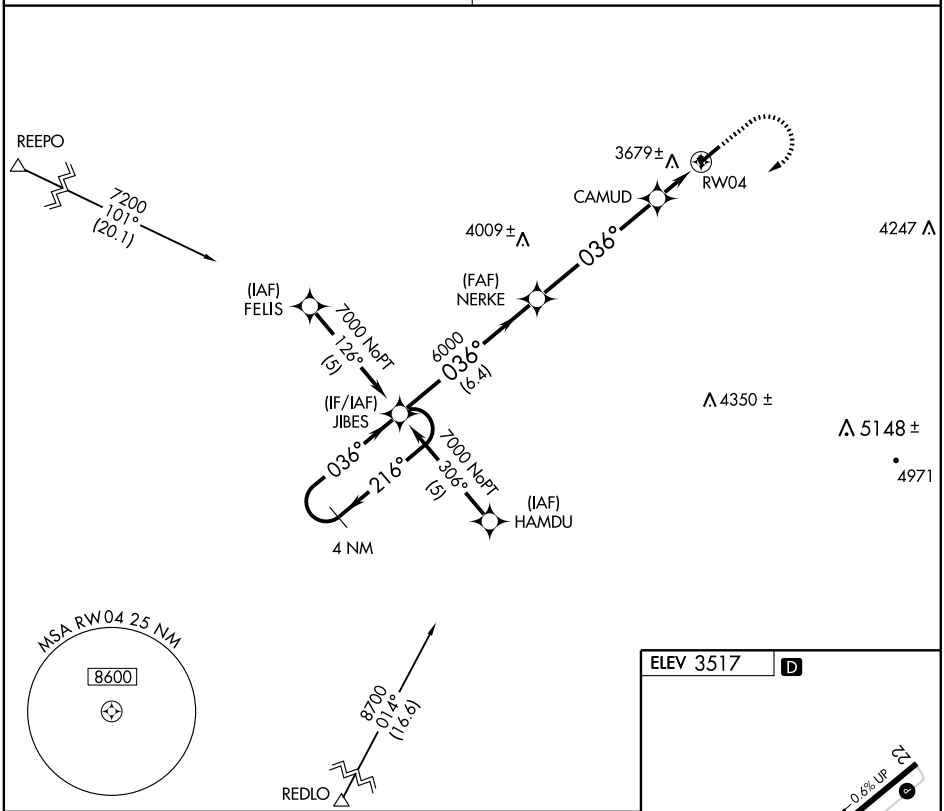
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Billings altimeter setting.

NA

MISSED APPROACH: Climb to 4600 then climbing right turn to 7000 direct JIBES WP and hold.

BILLINGS APP CON
119.2 120.5 284.6

UNICOM
123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV	4120-1	632 (700-1)	4120-1¾ 632 (700-1¾)	4120-2 632 (700-2)
CIRCLING	4220-1	703 (800-1)	4220-2 703 (800-2)	4340-2¾ 823 (900-2¾)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 22

LAUREL MUNI (6S8)

APP CRS	Rwy Idg	5200
216°	TDZE	3472
	Apt Elev	3517

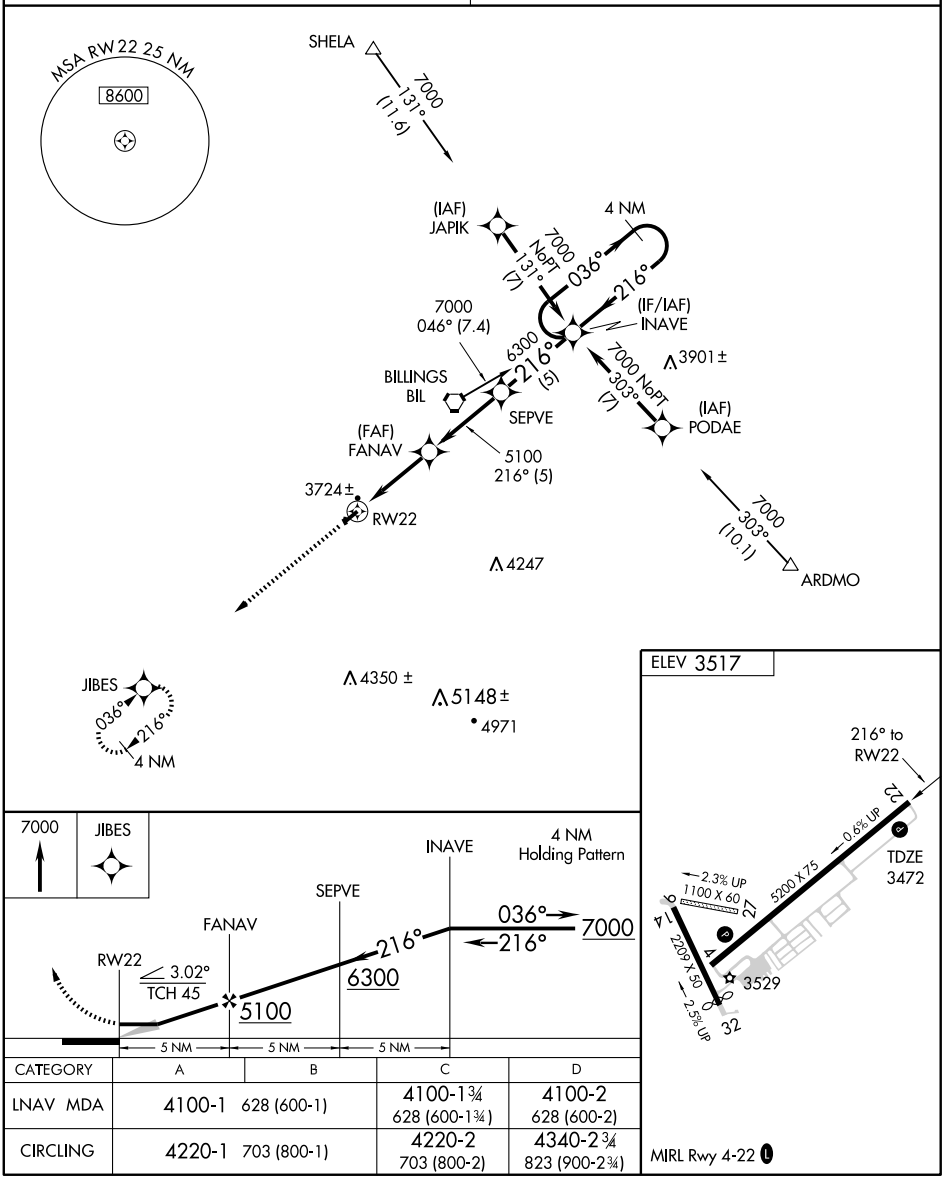
T
NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Billings altimeter setting.

MISSED APPROACH: Climb to 7000 direct JIBES WP and hold.

BILLINGS APP CON
119.2 120.5 284.6

UNICOM
123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4100-1 628 (600-1)		4100-1¾ 628 (600-1¾)	4100-2 628 (600-2)
CIRCLING	4220-1 703 (800-1)		4220-2 703 (800-2)	4340-2¾ 823 (900-2¾)

MIRL Rwy 4-22 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC BIL 114.5 Chan 92	APP CRS 208°	Rwy Idg 5200 TDZE 3472 Apt Elev 3517

VOR RWY 22
LAUREL MUNI (6S8)

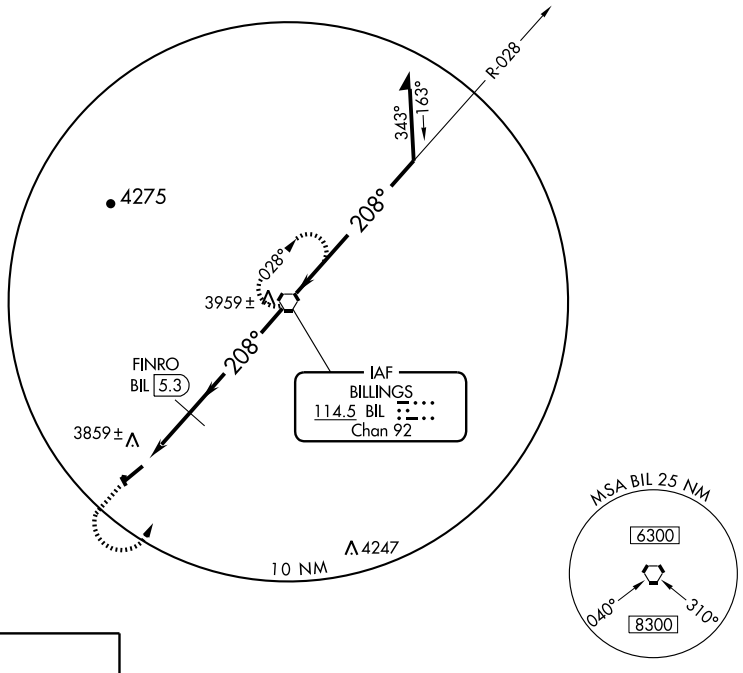
T
A NA

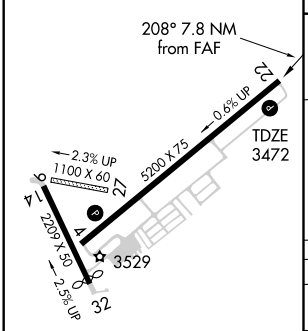
Use Billings altimeter setting.

MISSED APPROACH: Climb to 4700 then climbing left turn to 6300 direct BIL VORTAC and hold.

BILLINGS APP CON
119.2 120.5 284.6

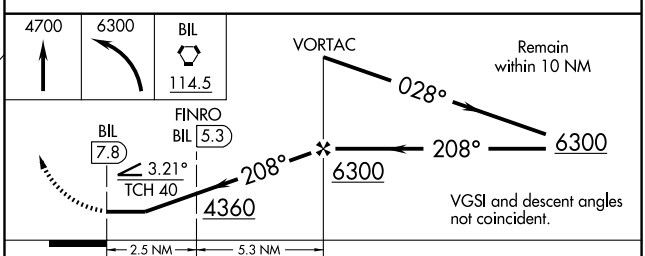
UNICOM
123.05 (CTAF) L





MIRL Rwy 4-22 L

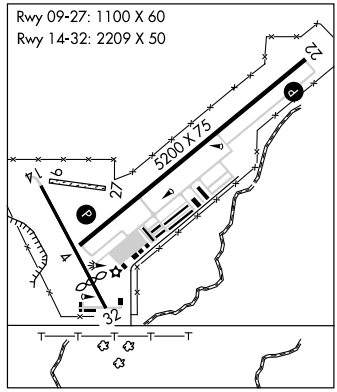
FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36



CATEGORY	A	B	C	D
S-22	4360-1¼ 888 (900-1¼)		4360-2¾ 888 (900-2¾)	4360-3 888 (900-3)
CIRCLING	4360-1¼ 843 (900-1¼)		4360-2¾ 843 (900-2¾)	4360-3 843 (900-3)
FINRO FIX MINIMUMS				
S-22	4160-1 688 (700-1)		4160-2 688 (700-2)	4160-2¼ 688 (700-2¼)
CIRCLING	4220-1 703 (800-1)		4220-2 703 (800-2)	4340-2¾ 823 (900-2¾)

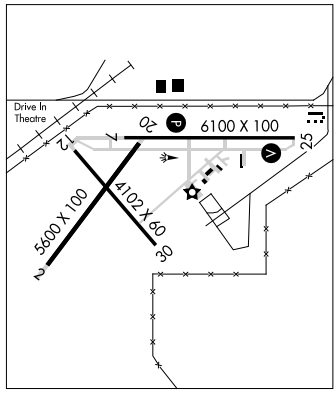
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LAUREL MUNI (6S8) 2 N UTC−7(−6DT) N45°42.19′ W108°45.67′ **BILLINGS**
3517 B S4 **FUEL** 100, MOGAS NOTAM FILE GTF **H–1E, L–13D**
RWY 04–22: H5200X75 (ASPH) S–12.5 MIRL 0.6% up SW **IAP**
RWY 04: PAPI(P2L)—GA 3.0° TCH 31′.
RWY 22: PAPI(P2L)—GA 3.0° TCH 41′.
RWY 14–32: H2209X50 (ASPH) S–8 2.5% up NW
RWY 14: Hill. **RWY 32:** Thld dsplcd 514′. Trees.
RWY 09–27: 1100X60 (TURF) 2.3% up W
RWY 09: Fence. **RWY 27:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡, Sat–Sun intermittently. Parachute Jumping. Ultralights on and in vicinity of arpt. Numerous deer and antelope on and invof rwy. PAEW intermittently invof of all rwys, twys and ramps. Intermittent snow removal be alert during winter months. Rwy 09 not maintained during winter. Rwy 09–27 surface rough. PAEW north of Rwy 04–22. Rwy 09–27 marker cones full rwy length. Rwy 32 dsplcd thld marked not lgtd. ACTIVATE MIRL Rwy 04–22 and PAPI Rwys 04 and 22—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 123.05
Ⓡ **BILLINGS APP/DEP CON** 119.2 120.5
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 208° 8.5 NM to fld. 3808/14E.



LAVINA (8ØS) 2 NW UTC−7(−6DT) N46°18.43′ W108°57.34′ **BILLINGS**
3490 NOTAM FILE GTF
RWY 07–25: 3460X100 (TURF)
RWY 07: Fence. **RWY 25:** Fence.
AIRPORT REMARKS: Unattended. No snow removal. Rwy 07–25 very muddy when wet; rough with gopher holes. Rwy 07–25 marked with cones full rwy length.
COMMUNICATIONS: CTAF 122.9

LEWISTOWN MUNI (LWT) 2 SW UTC−7(−6DT) N47°02.96′ W109°28.00′ **GREAT FALLS**
4170 B S4 **FUEL** 100, JET A Class III, ARFF Index A NOTAM FILE LWT **H–1D, L–13D**
RWY 07–25: H6100X100 (ASPH) S–40, D–55, 2S–82, 2D–95 MIRL 0.3% up W **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 51′.
RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 02–20: H5600X100 (ASPH) S–12.5, D–80, 2S–101, 2D–120 MIRL 0.7% up SW
RWY 20: Building.
RWY 12–30: H4102X60 (ASPH) S–12.5 MIRL 0.8% up SE
RWY 12: Railroad.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–5600 TODA–5600 ASDA–5600 LDA–5600
RWY 07: TORA–6100 TODA–6100 ASDA–6100 LDA–6100
RWY 20: TORA–5600 TODA–5600 ASDA–5600 LDA–5600
RWY 25: TORA–6100 TODA–6100 ASDA–6100 LDA–6100
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Rwy 02–20 and Rwy 12–30 CLOSED during snow conditions. Afld sfc conditions not monitored 0330–1400Z‡. Rwy 02–20 day use only and not plowed during snow. Rwy 02–20 asph spalling. Rwy 02–20 MIRL OTS indef. ACTIVATE MIRL Rwy 02–20, Rwy 07–25, and Rwy 12–30 PAPI Rwy 07, VASI Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (406) 538–2653.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.35 (GREAT FALLS RADIO)
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.
(H) VORW/DME 112.0 LWT Chan 57 N47°03.18′ W109°36.37′ 077° 5.7 NM to fld. 4133/15E.
VOR/DME unusable:
125°–179° byd 30 NM blo 14,000′
215°–239° byd 30 NM blo 14,000′
DME unusable:
040°–055° byd 30 NM blo 10,000′
360°–015° byd 30 NM blo 10,000



WAAS	APP CRS	Rwy Idg	6100
CH 86700	075°	TDZE	4129
W07A		Apt Elev	4170

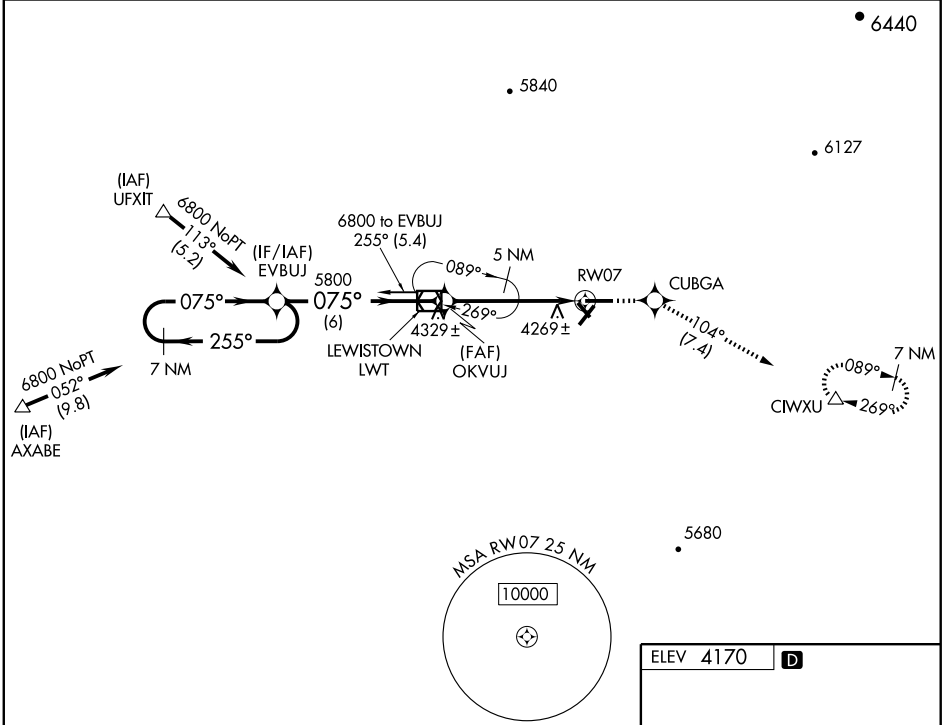
RNAV (GPS) RWY 7

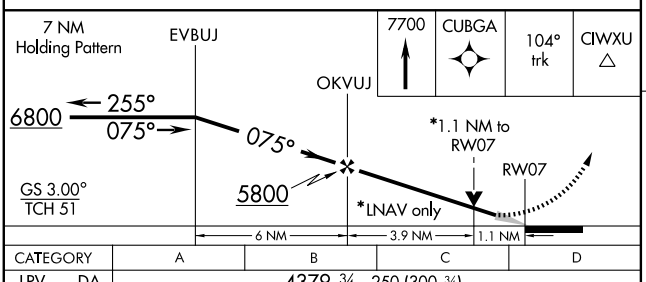
LEWISTOWN MUNI (LWT)

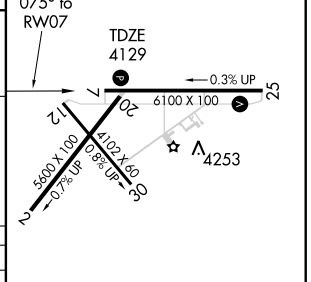
DME/DME RNP -0.3 NA.
If local altimeter setting not received, procedure NA.
Baro-VNAV NA below -23°C (-9°F)

MISSED APPROACH: Climb to 7700 direct CUBGA and via 104° track to CIWXU and hold, continue climb-in-hold to 7700.

ASOS	GREAT FALLS RADIO	UNICOM
118.375	122.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4379-¾ 250 (300-¾)			
LNAV/VNAV DA	4636-1¾ 507 (500-1¾)			
LNAV MDA	4520-1 391 (400-1)			4520-1¼ 391 (400-1¼)
CIRCLING	4680-1¾ 510 (600-1¾)		4780-1¾ 610 (700-1¾)	4860-2¼ 690 (700-2¼)

REIL Rwys 7 and 25 L
MIRL Rwys 2-20, 7-25 and 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

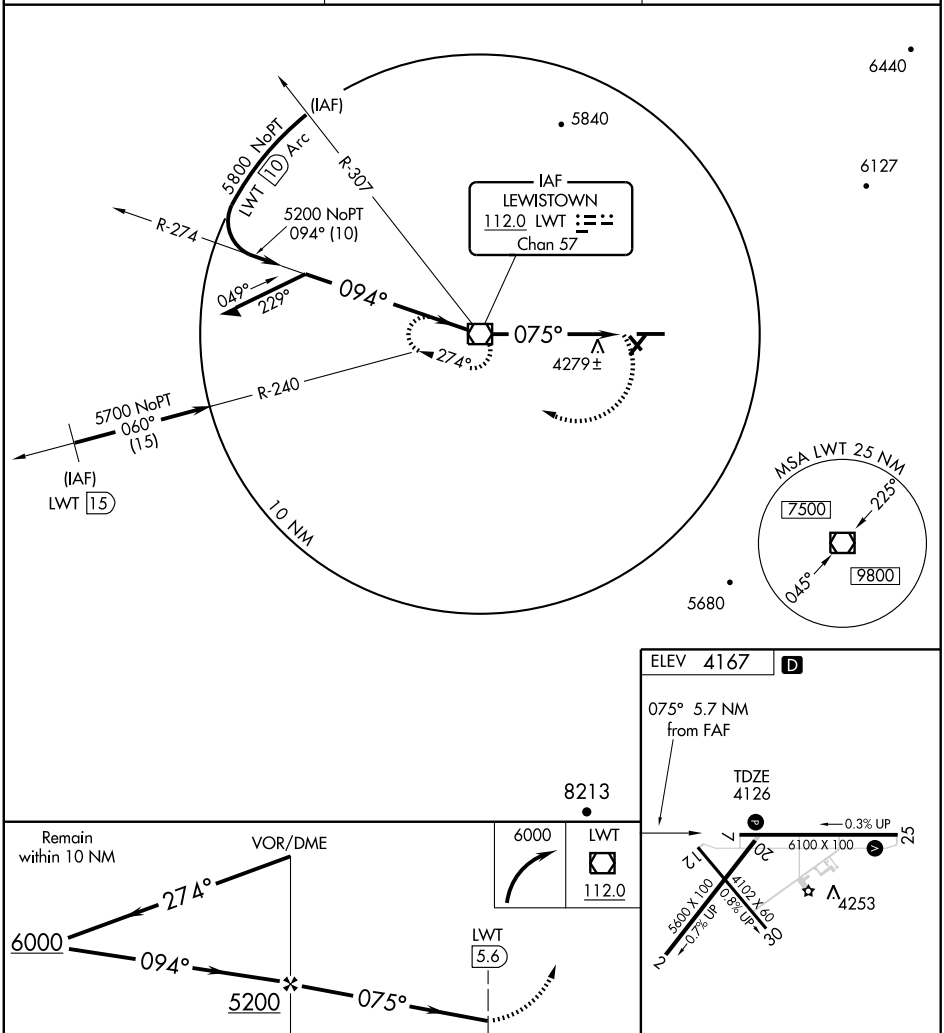
VOR/DME LWT	APP CRS	Rwy Idg	6100
112.0	075°	TDZE	4126
Chan 57		Apt Elev	4167

VOR RWY 7
LEWISTOWN MUNI (LWT)

If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 6000 direct LWT VOR/DME and hold.

ASOS	GREAT FALLS RADIO	UNICOM
118.375	122.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-7	4600-1 474 (500-1)		4600-1¼ 474 (500-1¼)	4600-1½ 474 (500-1½)
CIRCLING	4660-1 493 (500-1)		4660-1½ 493 (500-1½)	4880-2¼ 713 (800-2¼)

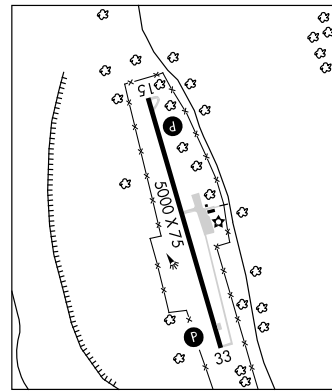
REIL Rwys 7 and 25 L
MIRL Rwys 2-20, 7-25 and 12-30 L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

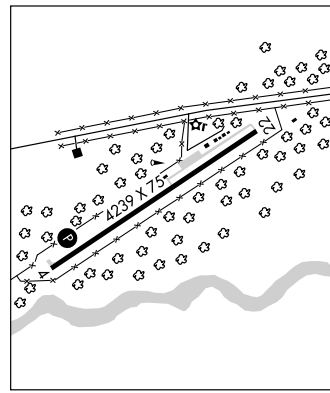
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LIBBY (S59) 7 S UTC−7(−6DT) N48°17.03′ W115°29.41′ GREAT FALLS
2601 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF H–1C, L–13B
RWY 15–33: H5000X75 (ASPH–PFC) S–24 MIRL 0.4% up SE IAP
RWY 15: PAPI(P2L)—GA 3.0° TCH 28′. Trees.
RWY 33: PAPI (P2L)—GA 3.75° TCH 36′. Trees.
AIRPORT REMARKS: Attended continuously. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15–33—122.8 (or CTAF).
WEATHER DATA SOURCES: AWOS–A 118.575 (406) 293–4631. Plus visibility.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42′ W115°38.76′ 347° 50.0 NM to fld. 6100/20E. **HIWAS.**
NDB (MHW) 414 LYI N48°18.27′ W115°29.72′ 154° 1.3 NM to fld. NOTAM FILE GTF. VFR only.



LIBERTY CO (See CHESTER)

LINCOLN (S69) 2 E UTC−7(−6DT) N46°57.28′ W112°39.01′ GREAT FALLS
4603 B NOTAM FILE GTF L–13C
RWY 04–22: H4239X75 (ASPH–PFC) S–12.5 MIRL
RWY 04: PAPI(P2L)—GA 4.0°. TCH 32′. Trees. **RWY 22:** Road.
AIRPORT REMARKS: Unattended. Heavy helicopter use during summer. Intermittent snow removal. ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04–CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.
GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 224° 58.7 NM to fld. 3672/16E.

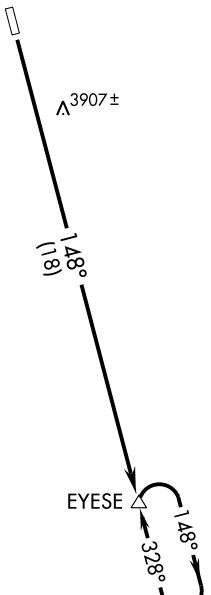


LINDEY'S LANDING WEST SPB (See SEELEY LAKE)

LIVINGSTON N45°42.15′ W110°26.55′ NOTAM FILE LVM. GREAT FALLS
(H) VORW/DME 116.1 LVM Chan 108 at Mission Fld. 4650/15E. H–1D, L–13C
RCO 122.2 (GREAT FALLS RADIO)

EYESE ONE DEPARTURE (RNAV) (OBSTACLE)

SEATTLE CENTER
123.95 290.55
AWOS-A
118.575



NOTE: 1. GPS required.
2. RNAV 1

TAKE-OFF MINIMUMS: 1400-2 or standard with a minimum climb of 380′ per NM to 9600′.
3907′ terrain 23697′ from runway threshold, 2491′ left of centerline.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb via 148° course to 9600′ to EYESE, then continue climb to 12000′ within the EYESE holding pattern.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

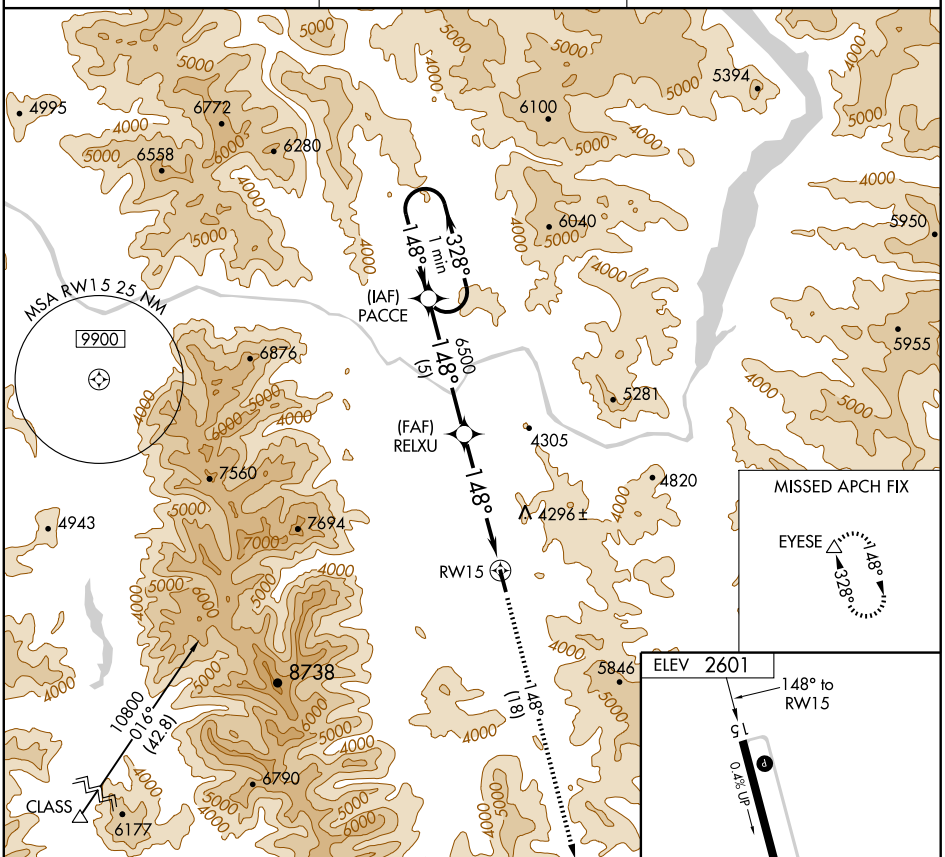
APP CRS	Rwy Idg	N/A
148°	TDZE	N/A
	Apt Elev	2601

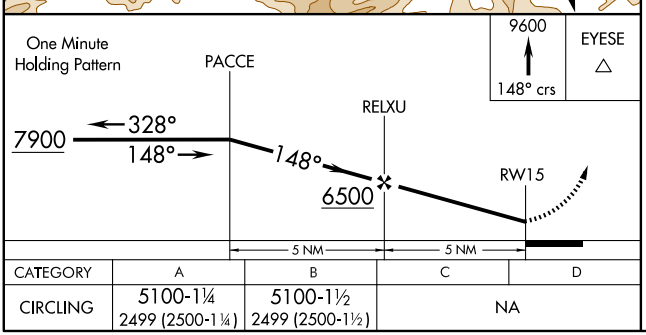
GPS-A
LIBBY (S59)

NA — Obtain local altimeter setting on CTAF; when not received procedure NA. Circling NA east of Rwys 15-33 at night.

MISSED APPROACH: Climb to 9600 via 148° course to EYESE and hold.

AWOS-A	SEATTLE CENTER	UNICOM
118.575	123.95 290.55	122.8 (CTAF) L



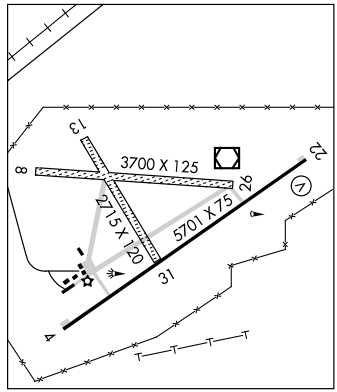


CATEGORY	A	B	C	D
CIRCLING	5100-1¼ 2499 (2500-1¼)	5100-1½ 2499 (2500-1½)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LIVINGSTON

MISSION FLD (LVM) 5 E UTC−7(−6DT) N45°41.96′ W110°26.90′ **GREAT FALLS**
4660 B S2 **FUEL** 100, JET A NOTAM FILE LVM **H–1D, L–13C**
RWY 04–22: H5701X75 (ASPH) S–40, D–70, 2D–110 MIRL **IAP**
RWY 04: Fence. **RWY 22:** REIL. VASI(V2L)—GA 4.0° TCH 44′.
RWY 08–26: 3700X125 (TURF)
RWY 08: Fence.
RWY 13–31: 2715X120 (TURF)
AIRPORT REMARKS: Attended 1500–0100Z‡. Parachute Jumping. Wildlife on and invof rwy. Ultralight activity on and in vicinity of arpt. Rwy 08 and Rwy 26 thlds and first 200′ marked with white cones. Rwy 13 and Rwy 31 thlds and first 200′ marked with white cones. Rwy 04–22 MIRL ops dusk–0600Z‡, after 0600Z‡ ACTIVATE MIRL Rwy 04–22—123.0.
WEATHER DATA SOURCES: ASOS 135.275 (406) 222–2338.
COMMUNICATIONS: CTAF/UNICOM 123.0
LIVINGSTON RCO 122.2 (GREAT FALLS RADIO)
AIRSPACE: CLASS E svc 1500–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LVM.
LIVINGSTON (H) VORW/DME 116.1 LVM Chan 108 N45°42.15′ W110°26.55′ at fld. 4650/15E



L M CLAYTON (See WOLF POINT)

MALMSTROM AFB (GFA)(KGFA) AF 3 E UTC−7(−6DT) N47°30.28′ W111°11.24′ **GREAT FALLS**
3472 NOTAM FILE GFA Not insp.
H1: H100X100 (ASPH)
H2: H100X100 (CONC)
MILITARY SERVICE: LGT Perimeter, ldg and apch lgt avbl. Ldg direction and apch lgt oriented 026° **FUEL** J8
TRAN ALERT No svc avbl without prior coordination with Helicopter Maintenance DSN 632–6356.
MILITARY REMARKS: Ctc 40th Helicopter Flight for opr hr. See FLIP AP/1 Supplementary Arpt Information. **RSTD** Rotary/Wing acft on Official Business Only, clsd to all Fixed/Wing acft. PPR from 40th Helicopter Flight DSN 632–3250. Heliport limited to two helipads and slide area btn ''R'' and ''Q''. Other areas of old afld littered with obstructions and acft not authorized for ldg or dep. Orange barriers mark boundaries of heliport. **CAUTION** 57′ twr located .5 NM northeast.
COMMUNICATIONS: CTAF 139.225
GREAT FALLS APP/DEP CON 124.15 128.6 259.1 VFR Advisory.
COMD POST 311.0 321.0 **PMSV METRO** 239.8 Opr Mon–Fri 1100–2330Z‡, weekends and holidays, limited svc 1300–1600Z‡. Other times ctc Davis-Monthan AFB, 25th OWS at DSN 228–7553/7644. ASOS not manually augmented and data is only available via PMSV during normal duty hours. **BLADE OPS** 271.9

MALTA (M75) 1 NW UTC−7(−6DT) N48°22.02′ W107°55.16′ **BILLINGS**
2254 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13D**
RWY 08–26: H4500X75 (ASPH) S–12.5 MIRL **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 25′. **RWY 26:** PAPI(P2L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Attended continuously. MIRL Rwy 08–26 and PAPI Rwy 08 and Rwy 26 opr dusk–0700Z‡ after 0700Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′ 266° 52.6 NM to fld. 2280/14E.
NDB (MHW) 272 MLK N48°22.13′ W107°55.04′ at fld. VFR only. NOTAM FILE GTF.

APP CRS	Rwy Idg	5701
234°	TDZE	4649
	Apt Elev	4660

GPS RWY 22

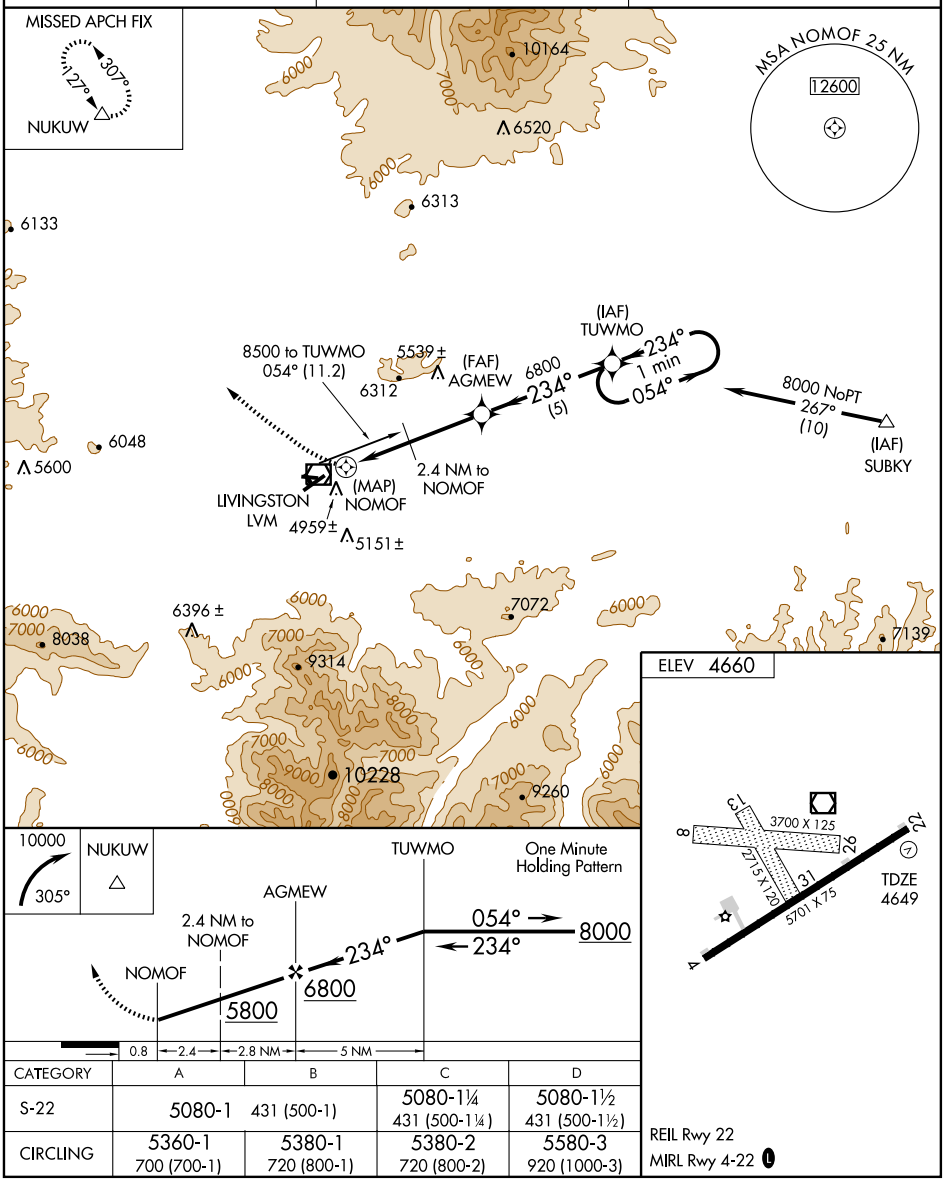
LIVINGSTON/ MISSION FIELD (LVM)

T
NA

MISSED APPROACH: Climbing right turn to 10000 via 305° course to NUKUW WP and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.275	122.2	123.0 (CTAF) L

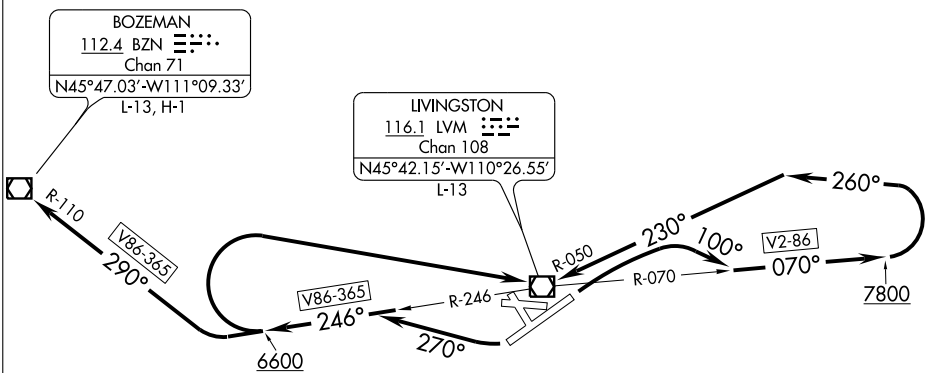
NW-1, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-22	5080-1	431 (500-1)	5080-1¼ 431 (500-1¼)	5080-1½ 431 (500-1½)
CIRCLING	5360-1 700 (700-1)	5380-1 720 (800-1)	5380-2 720 (800-2)	5580-3 920 (1000-3)

REIL Rwy 22
MIRL Rwy 4-22 L

GREAT FALLS RADIO
122.2
ASOS 135.275



TAKE-OFF MINIMUMS
Rwys 8, 13, 26, 31: NA-Environmental.
Rwy 4: Standard.
Rwy 22: Standard with minimum climb of 300' per NM to 6800 or 2700-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTE
Rwy 22: Multiple trees beginning 400' from DER, 256' right of centerline, up to 100' AGL/4719' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climbing right turn heading 100° and LVM VOR/DME R-070 outbound; aircraft departing eastbound, climb via LVM R-070/V2-86 enroute. All others continue climb on LVM R-070 to 7800, then climbing left turn via heading 260° and LVM R-050 to cross LVM VOR/DME at or above 9000, then climb enroute.

TAKE-OFF RUNWAY 22: Climbing right turn heading 270° and LVM VOR/DME R-246 outbound; aircraft departing eastbound, continue climb via LVM R-246 outbound to 6600, then climbing right turn direct LVM VOR/DME, then climb on LVM R-070/V2-86 enroute. All other aircraft continue climb via LVM VOR/DME R-246 and BZN VOR/DME R-110 to BZN. For climb in visual conditions, cross LVM VOR/DME at or above 9000 before proceeding via filed airway route.

NW-1, 26 AUG 2010 to 23 SEP 2010

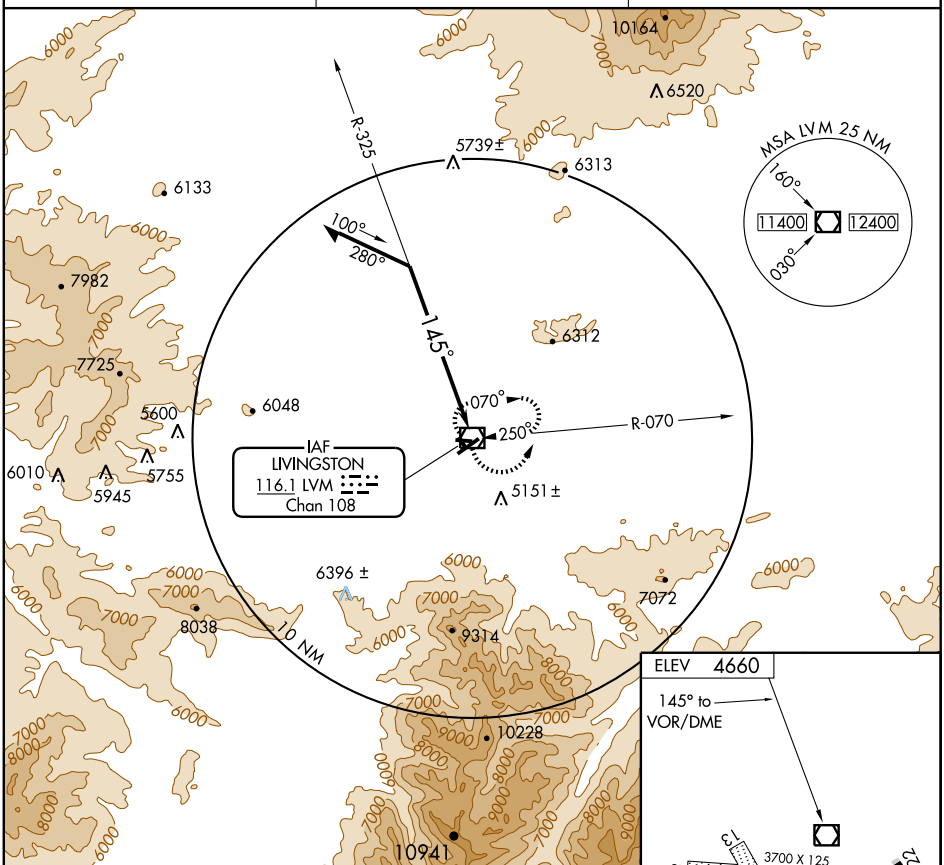
VOR/DME LVM 116.1 Chan 108	APP CRS 145°	Rwy Idg N/A TDZE N/A Apt Elev 4660

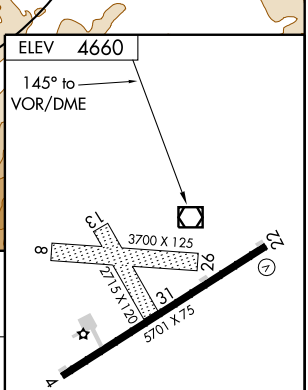
VOR-A

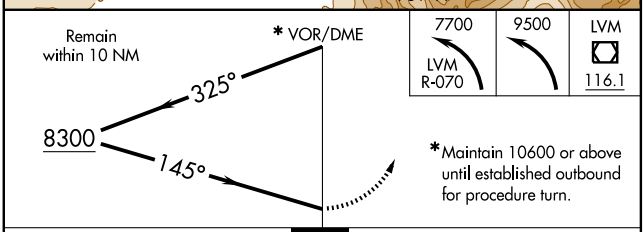
LIVINGSTON/ MISSION FIELD (LVM)

MISSED APPROACH: Climbing left turn to 7700 via LVM R-070, then climbing left turn to 9500 direct LVM VOR/DME and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.275	122.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	6800-1¼ 2140 (2200-1¼)	6800-1½ 2140 (2200-1½)	6800-3 2140 (2200-3)	

REIL Rwy 22
MIRL Rwy 4-22 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME LVM 116.1 Chan 108	APP CRS 145°	Rwy Idg N/A TDZE N/A Apt Elev 4660

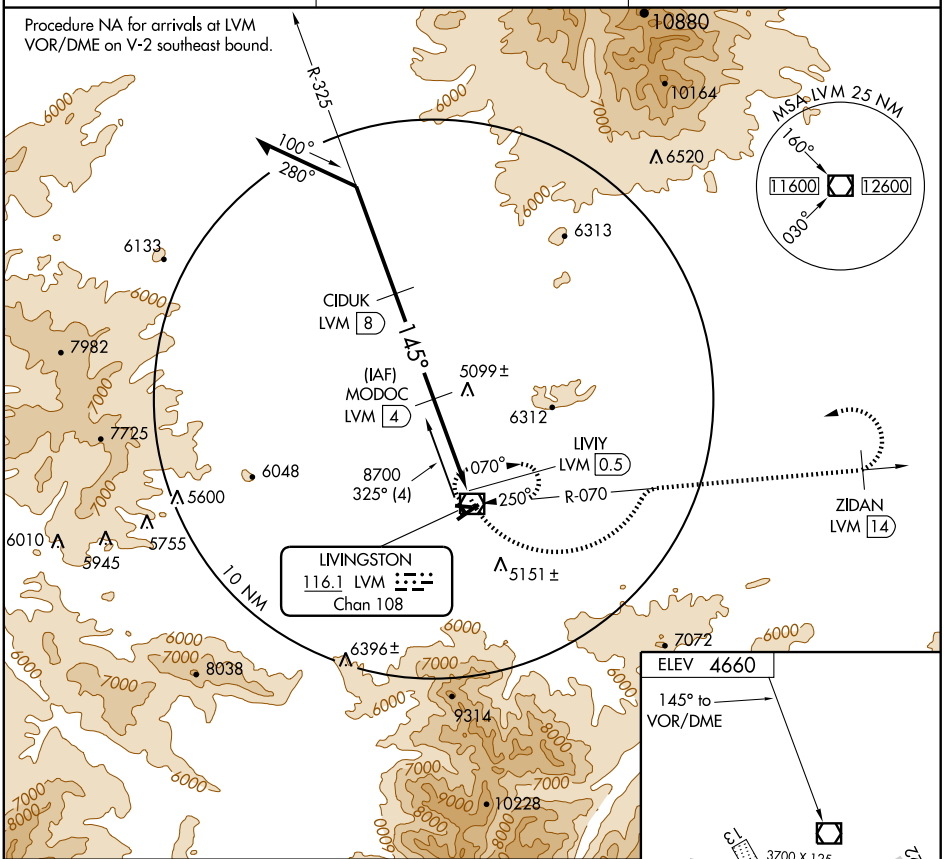
VOR/DME-B

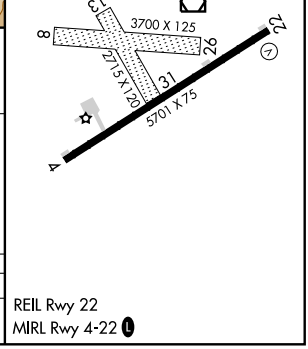
LIVINGSTON/ MISSION FIELD (LVM)

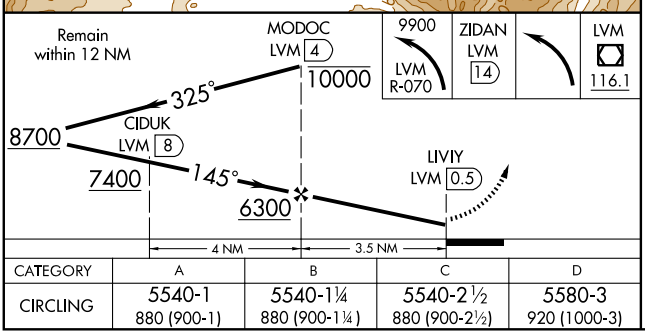
MISSED APPROACH: Climbing left turn to 9900 via LVM VOR/DME R-070 to ZIDAN/14 DME and left turn direct LVM VOR/DME and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.275	122.2	123.0 (CTAF) L

Procedure NA for arrivals at LVM VOR/DME on V-2 southeast bound.







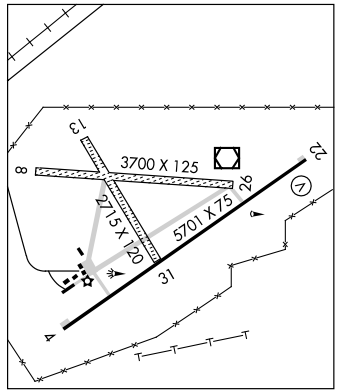
CATEGORY	A	B	C	D
CIRCLING	5540-1 880 (900-1)	5540-1¼ 880 (900-1¼)	5540-2½ 880 (900-2½)	5580-3 920 (1000-3)

REIL Rwy 22
MIRL Rwy 4-22 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LIVINGSTON

MISSION FLD (LVM) 5 E UTC−7(−6DT) N45°41.96′ W110°26.90′ **GREAT FALLS**
4660 B S2 **FUEL** 100, JET A NOTAM FILE LVM **H–1D, L–13C**
RWY 04–22: H5701X75 (ASPH) S–40, D–70, 2D–110 MIRL **IAP**
RWY 04: Fence. **RWY 22:** REIL. VASI(V2L)—GA 4.0° TCH 44′.
RWY 08–26: 3700X125 (TURF)
RWY 08: Fence.
RWY 13–31: 2715X120 (TURF)
AIRPORT REMARKS: Attended 1500–0100Z‡. Parachute Jumping. Wildlife on and invof rwy. Ultralight activity on and in vicinity of arpt. Rwy 08 and Rwy 26 thlds and first 200′ marked with white cones. Rwy 13 and Rwy 31 thlds and first 200′ marked with white cones. Rwy 04–22 MIRL ops dusk–0600Z‡, after 0600Z‡ ACTIVATE MIRL Rwy 04–22—123.0.
WEATHER DATA SOURCES: ASOS 135.275 (406) 222–2338.
COMMUNICATIONS: CTAF/UNICOM 123.0
LIVINGSTON RCO 122.2 (GREAT FALLS RADIO)
AIRSPACE: CLASS E svc 1500–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LVM.
LIVINGSTON (H) VORW/DME 116.1 LVM Chan 108 N45°42.15′ W110°26.55′ at fld. 4650/15E



L M CLAYTON (See WOLF POINT)

MALMSTROM AFB (GFA)(KGFA) AF 3 E UTC−7(−6DT) N47°30.28′ W111°11.24′ **GREAT FALLS**
3472 NOTAM FILE GFA Not insp.
H1: H100X100 (ASPH)
H2: H100X100 (CONC)
MILITARY SERVICE: LGT Perimeter, ldg and apch lgt avbl. Ldg direction and apch lgt oriented 026° **FUEL** J8
TRAN ALERT No svc avbl without prior coordination with Helicopter Maintenance DSN 632–6356.
MILITARY REMARKS: Ctc 40th Helicopter Flight for opr hr. See FLIP AP/1 Supplementary Arpt Information. **RSTD** Rotary/Wing acft on Official Business Only, clsd to all Fixed/Wing acft. PPR from 40th Helicopter Flight DSN 632–3250. Heliport limited to two helipads and slide area btn ''R'' and ''Q''. Other areas of old afld littered with obstructions and acft not authorized for ldg or dep. Orange barriers mark boundaries of heliport. **CAUTION** 57′ twr located .5 NM northeast.
COMMUNICATIONS: CTAF 139.225
GREAT FALLS APP/DEP CON 124.15 128.6 259.1 VFR Advisory.
COMD POST 311.0 321.0 **PMSV METRO** 239.8 Opr Mon–Fri 1100–2330Z‡, weekends and holidays, limited svc 1300–1600Z‡. Other times ctc Davis-Monthan AFB, 25th OWS at DSN 228–7553/7644. ASOS not manually augmented and data is only available via PMSV during normal duty hours. **BLADE OPS** 271.9

MALTA (M75) 1 NW UTC−7(−6DT) N48°22.02′ W107°55.16′ **BILLINGS**
2254 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13D**
RWY 08–26: H4500X75 (ASPH) S–12.5 MIRL **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 25′. **RWY 26:** PAPI(P2L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Attended continuously. MIRL Rwy 08–26 and PAPI Rwy 08 and Rwy 26 opr dusk–0700Z‡ after 0700Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′ 266° 52.6 NM to fld. 2280/14E.
NDB (MHW) 272 MLK N48°22.13′ W107°55.04′ at fld. VFR only. NOTAM FILE GTF.

RNAV (GPS) RWY 8

MALTA (M75)

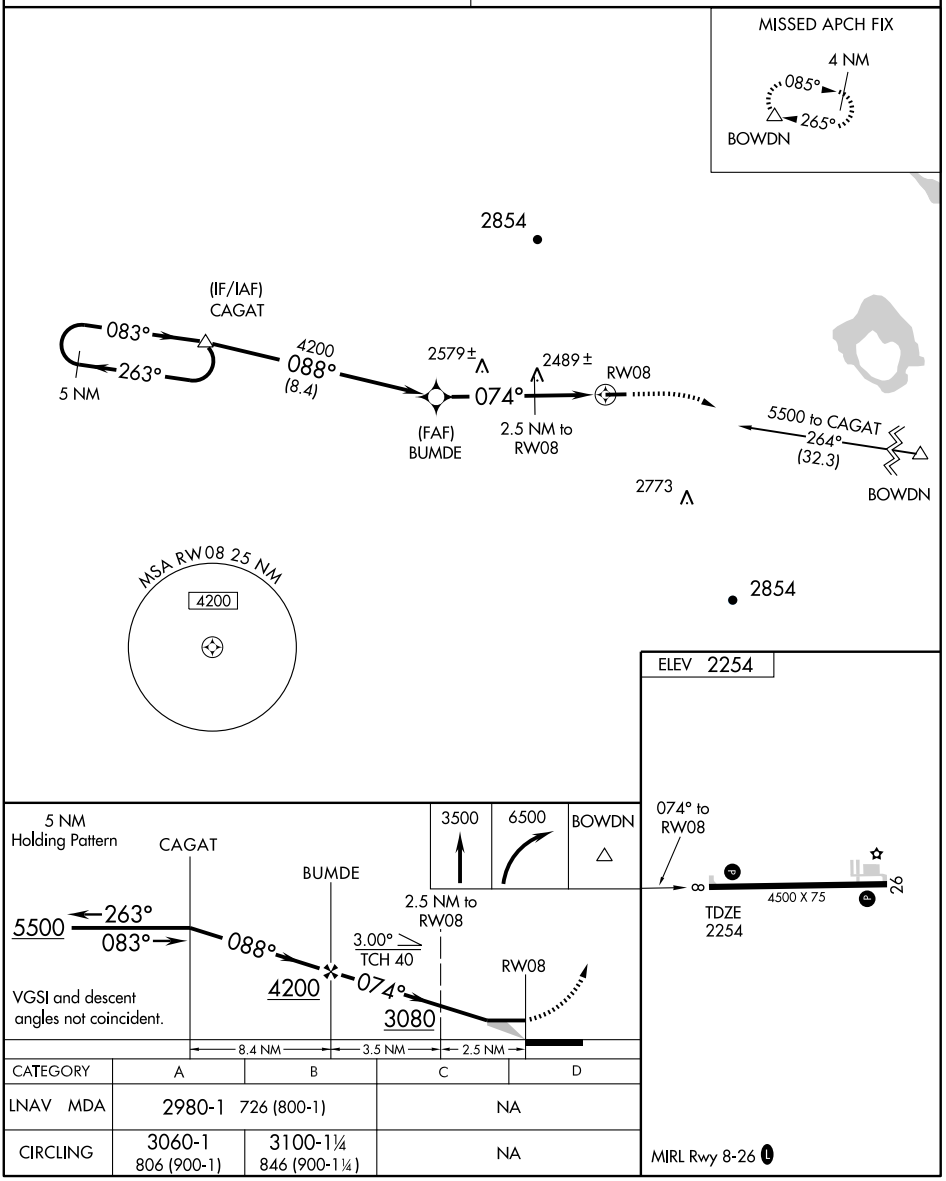
APP CRS	Rwy Idg	4500
074°	TDZE	2254
	Apt Elev	2254

⚠NA Use Glasgow altimeter setting; when not received procedure not authorized. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3500 then climbing right turn to 6500 direct BOWDN WP and hold.

SALT LAKE CITY CENTER
126.85 305.2

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2980-1 726 (800-1)		NA	
CIRCLING	3060-1 806 (900-1)	3100-1¼ 846 (900-1¼)	NA	

MIRL Rwy 8-26 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 26

MALTA (M75)

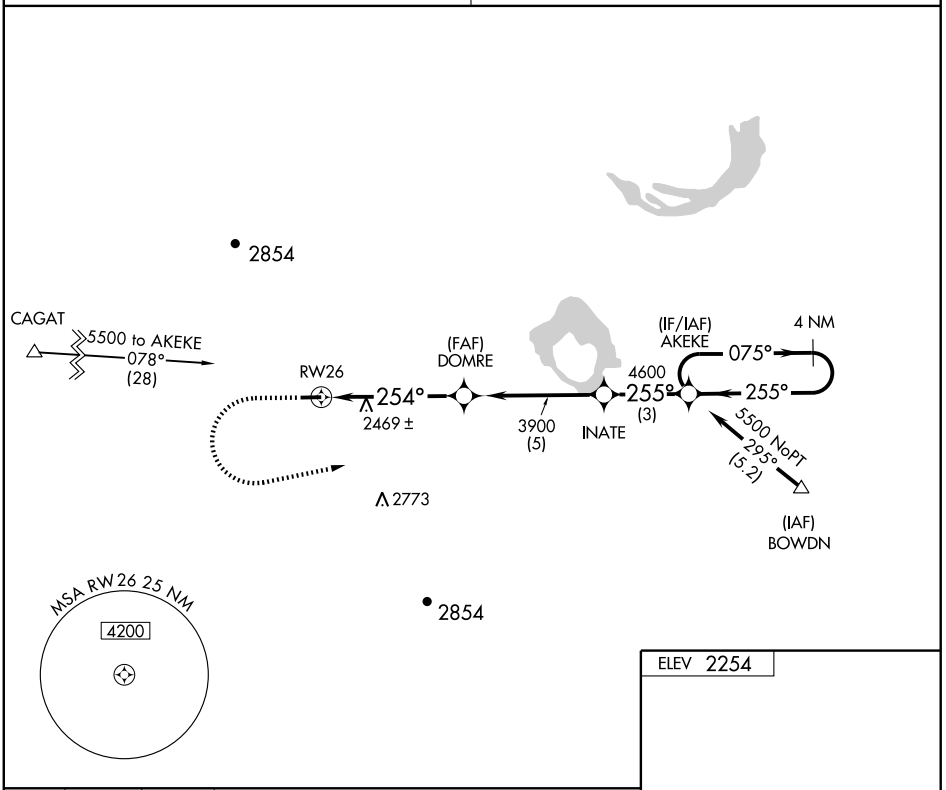
APP CRS	Rwy ldg	4500
254°	TDZE	2254
	Apt Elev	2254

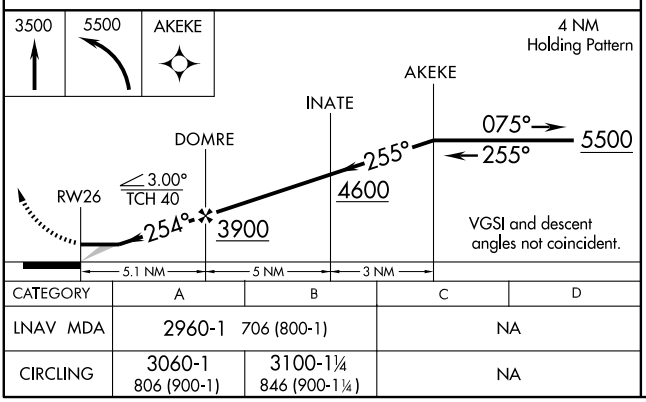
⚠ NA Use Glasgow altimeter setting; when not received procedure not authorized. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

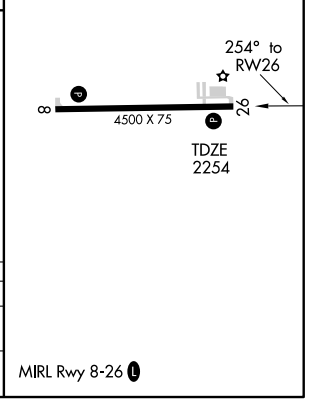
MISSED APPROACH: Climb to 3500 then climbing left turn to 5500 direct AKEKE WP and hold.

SALT LAKE CITY CENTER
126.85 305.2

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2960-1 706 (800-1)		NA	
CIRCLING	3060-1 806 (900-1)	3100-1¼ 846 (900-1¼)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MANNI N45°52.31′ W111°17.14′. NOTAM FILE BZN. **GREAT FALLS**

NDB (LOM) 266 BZ 118° 8.0 NM to Gallatin Fld. Unusable 340°–110° beyond 15 NM all altitudes.

MEADOW CREEK USFS (ØS1) 1 NE UTC−7(−6DT) N47°50.75′ W113°24.55′ **GREAT FALLS**

3984 NOTAM FILE GTF

RWY 17–35: 2830X100 (TURF)

RWY 17: Trees. **RWY 35:** Trees.

AIRPORT REMARKS: Unattended. Big game animals may be on rwy. Rwy 17–35 surface may be rough with tall grass. Rwy 17–35 marked with white cones spaced 200′.

COMMUNICATIONS: CTAF 122.9

MILES CITY N46°22.93′ W105°57.21′. NOTAM FILE MLS. **BILLINGS**

(H) VORW/DME 112.1 MLS Chan 58 030° 3.9 NM to Frank Wiley Fld. 2640/15E. **H–1E, 2F, L–13E**

RCO 122.2 (GREAT FALLS RADIO)

MILES CITY

FRANK WILEY FLD (MLS) 2 NW UTC−7(−6DT) 46°25.68′N 105°53.18′W **BILLINGS**

2630 B **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE MLS **H–1E, 2F, L–13E**

RWY 04–22: H5680X100 (ASPH) S–24, D–24 MIRL **IAP**

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 37′.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Road.

RWY 12–30: H5624X100 (ASPH–GRVD) S–38, D–55, 2D–85 MIRL

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 41′.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 41′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–5680 TODA–5680 ASDA–5680 LDA–5680

RWY 12: TORA–5624 TODA–5624 ASDA–5624 LDA–5624

RWY 22: TORA–5680 TODA–5680 ASDA–5680 LDA–5680

RWY 30: TORA–5624 TODA–5624 ASDA–5624 LDA–5624

AIRPORT REMARKS: Attended dalgt hours. For after hours fuel ctc 406–951–0955 or 406–234–1296. ACTIVATE MIRL Rwy 04–22 and Rwy 12–30, PAPI Rwy 04, Rwy 22, Rwy 12 and Rwy 30, REIL Rwy 04, Rwy 22, Rwy 12 and Rwy 30—CTAF.

WEATHER DATA SOURCES: ASOS 135.575 (406) 232–1465.

COMMUNICATIONS: CTAF/UNICOM 123.0

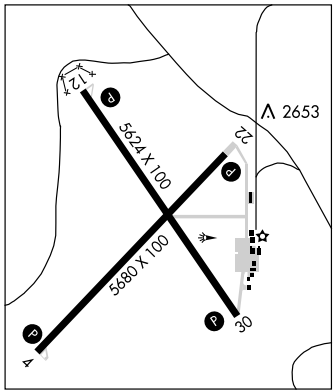
MILES CITY RCO 122.2 (GREAT FALLS RADIO)

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 030° 3.9 NM to fld. 2640/15E

HORTON NDB (HW) 320 HTN N46°24.73′ W105°56.30′ 051° 2.4 NM to fld.



MILK RIVER N48°12.47′ W106°37.57′. NOTAM FILE GGW. **BILLINGS**

NDB (HW) 339 MKR at Wokal Fld/Glasgow Intl. **L–13D**

MILLER PEAK N46°45.40′ W113°53.51′ **GREAT FALLS**

RCO 122.45 (GREAT FALLS RADIO) **L–13C**

MINERAL CO (See SUPERIOR)

MISSION FLD (See LIVINGSTON)

NDB HTN	APP CRS	Rwy Idg	5680
320	057°	TDZE	2629
		Apt Elev	2630

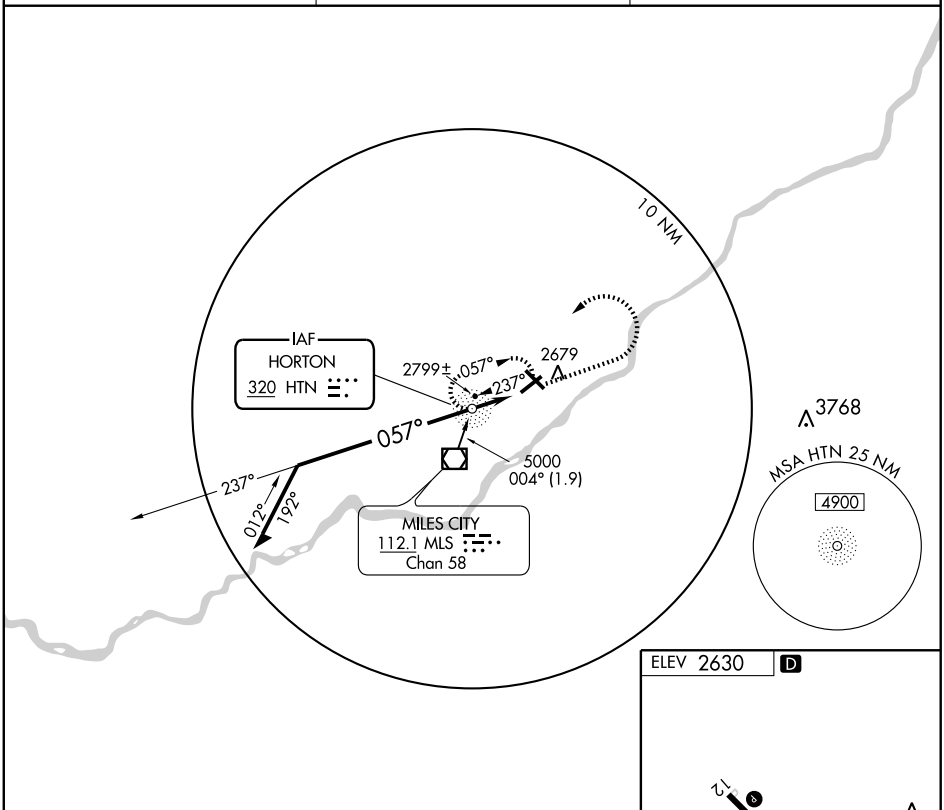
NDB RWY 4

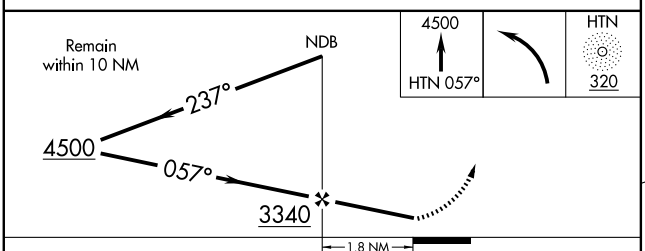
MILES CITY/ FRANK WILEY FIELD (MLS)

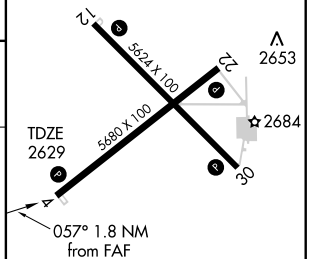
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 via 057° bearing from HTN NDB then left turn direct HTN NDB and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.575	122.2 255.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	3060-1 431 (500-1)		3060-1¼ 431 (500-1¼)	3060-1½ 431 (500-1½)
CIRCLING	3060-1 430 (500-1)	3080-1 450 (500-1)	3100-1½ 470 (500-1½)	3180-2 550 (600-2)

REIL Rwys 4, 12, 22 and 30 L
MIRL Rwys 4-22 and 12-30 L

FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 42600 W04A	APP CRS 040°	Rwy Idg 5680 TDZE 2629 Apt Elev 2630

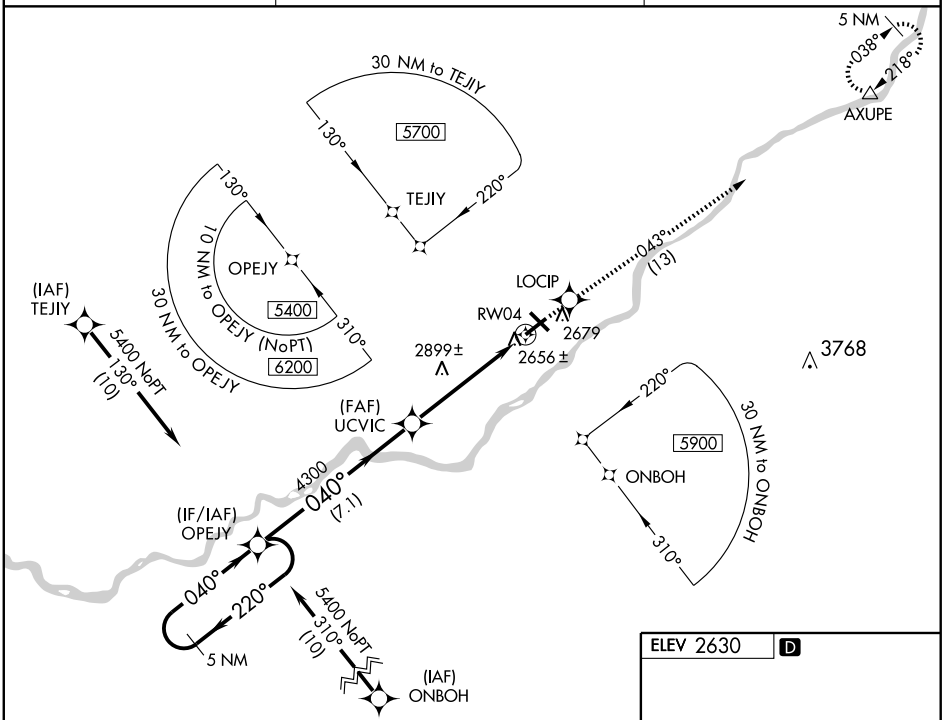
RNAV (GPS) RWY 4

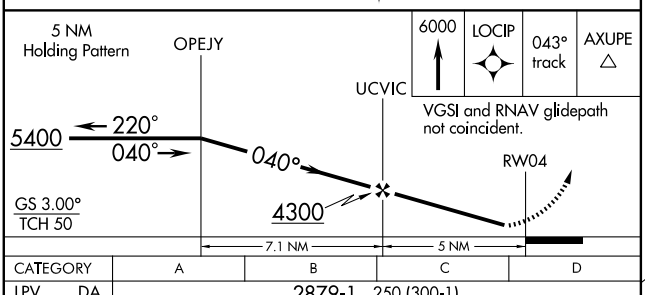
MILES CITY/ FRANK WILEY FIELD (MLS)

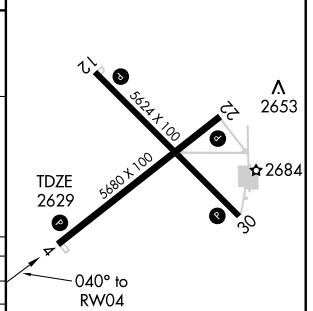
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 32°C (111°F).
Visibility reduction by helicopters NA.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 6000 direct LOCIP and via 043° track to AXUPE and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.575	122.2 255.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2879-1	250 (300-1)		
LNAV/VNAV DA	2926-1	297 (300-1)		
LNAV MDA	3160-1	531 (600-1)	3160-1½ 531 (600-1½)	3160-1¾ 531 (600-1¾)
CIRCLING	3160-1	530 (600-1)	3160-1½ 530 (600-1½)	3180-2 550 (600-2)

REIL Rwys 4, 12, 22 and 30 L
MIRL Rwys 4-22 and 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

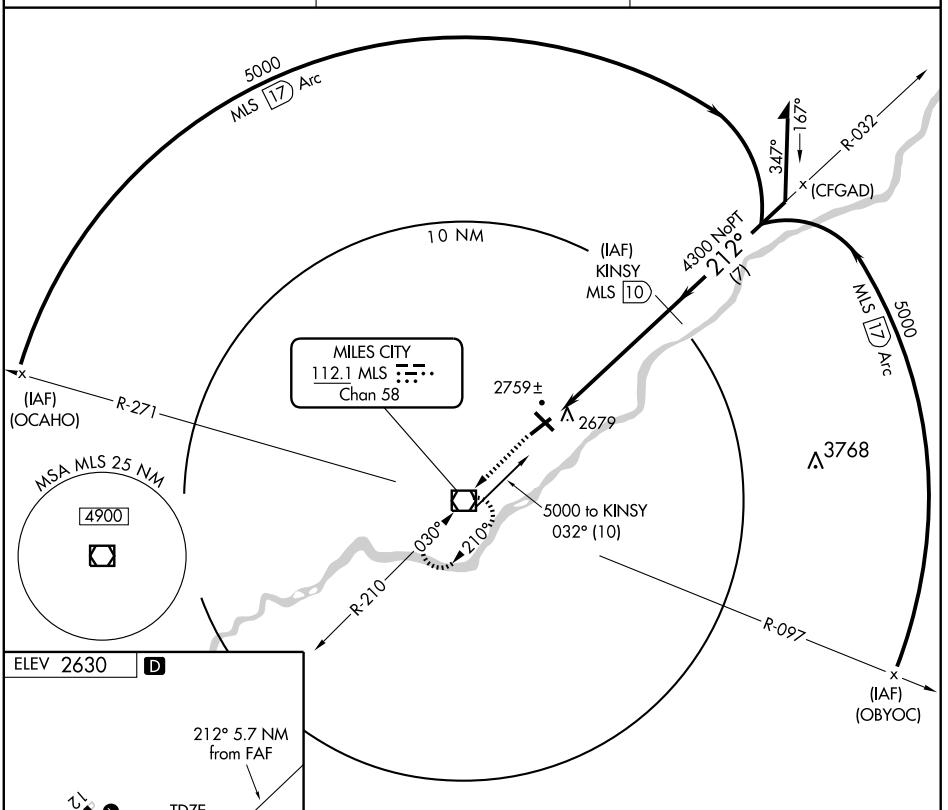
VOR/DME MLS 112.1 Chan 58	APP CRS 212°	Rwy Idg 5680 TDZE 2628 Apt Elev 2630

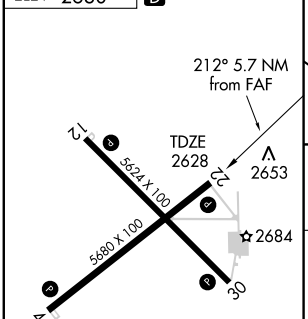
VOR/DME or GPS RWY 22

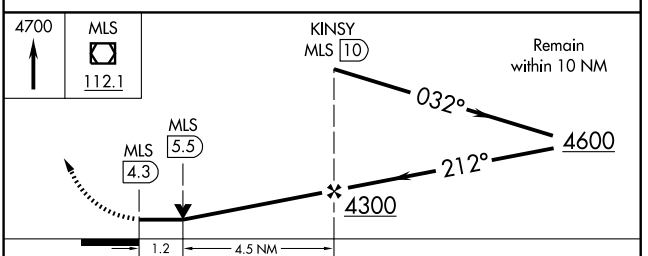
MILES CITY/ FRANK WILEY FIELD (MLS)

MISSED APPROACH: Climb direct to MLS VOR/DME. Continue climb to 4700 in MLS VOR/DME holding pattern.

ASOS	GREAT FALLS RADIO	UNICOM
135.575	122.2 255.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-22	3020-1 392 (400-1)			3020-1¼ 392 (400-1¼)
CIRCLING	3060-1 430 (500-1)	3080-1 450 (500-1)	3100-1½ 470 (500-1½)	3180-2 550 (600-2)

REIL Rwys 4, 12, 22 and 30 L
MIRL Rwys 4-22 and 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME MLS	APP CRS	Rwy Idg	5680
112.1	030°	TDZE	2629
Chan 58		Apt Elev	2630

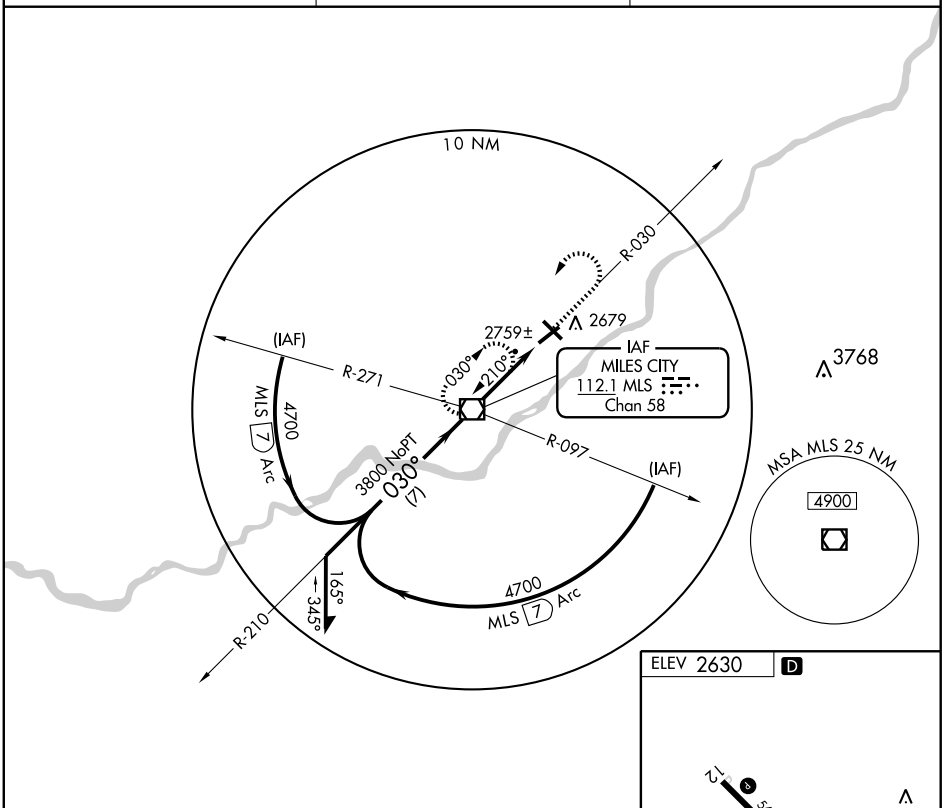
VOR RWY 4

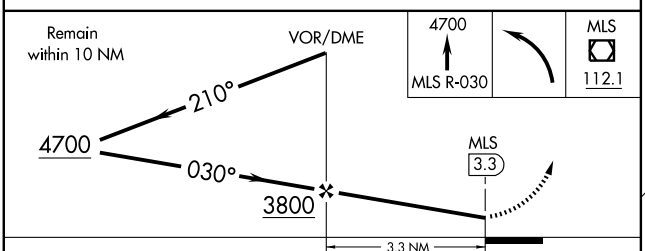
MILES CITY/ FRANK WILEY FIELD (MLS)

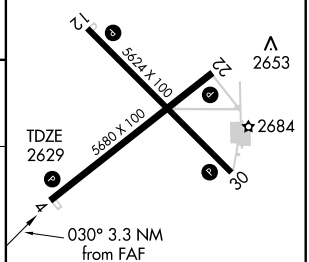
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4700 via MLS R-030 then left turn direct MLS VOR/DME and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.575	122.2 255.4	123.0 (CTAF) L





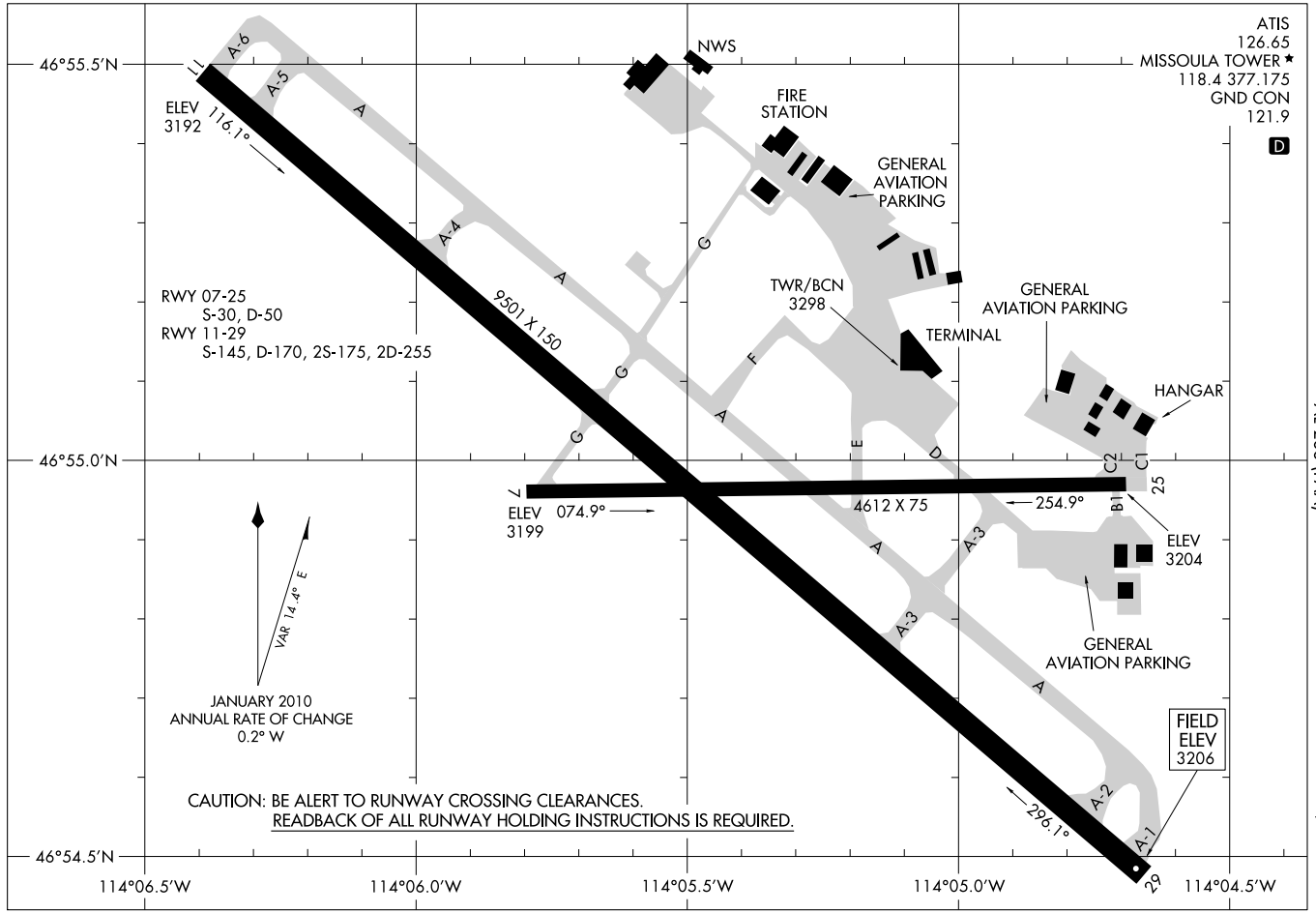


CATEGORY	A	B	C	D
S-4	3040-1 411 (500-1)		3040-1¼ 411 (500-1¼)	
CIRCLING	3060-1 430 (500-1)	3080-1 450 (500-1)	3100-1½ 470 (500-1½)	3180-2 550 (600-2)

REIL Rwys 4, 12, 22 and 30 L
MIRL Rwys 4-22 and 12-30 L

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

NW-1, 26 AUG 2010 to 23 SEP 2010



10210 AIRPORT DIAGRAM

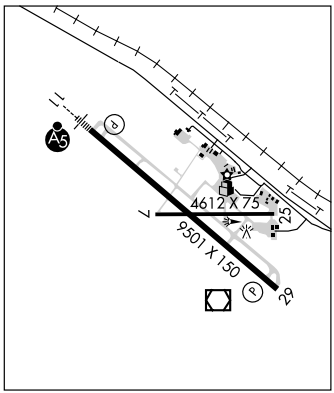
AL-266 (FAA)

MISSOULA, MONTANA
MISSOULA INTL (MSO)

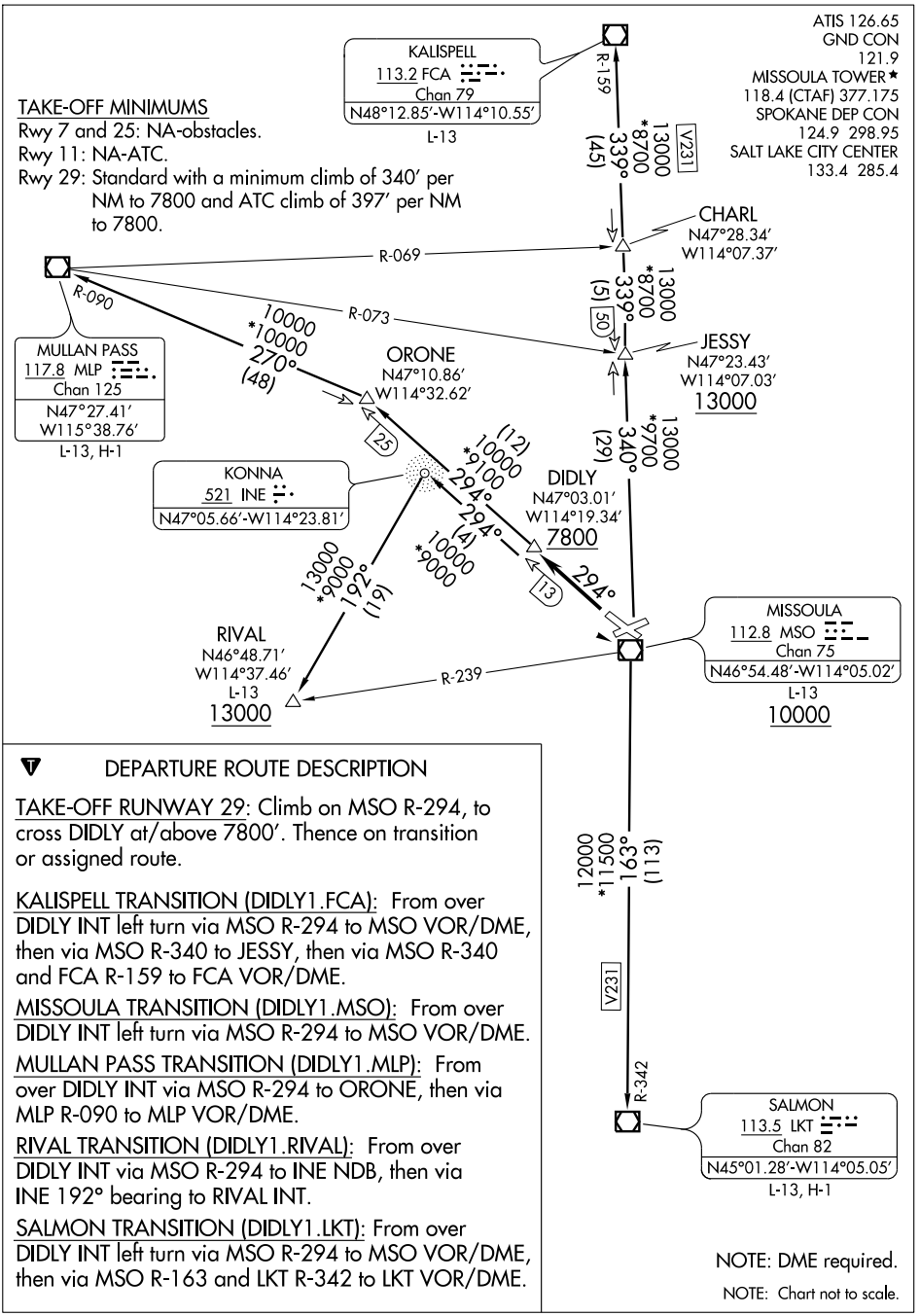
MISSOULA, MONTANA
MISSOULA INTL (MSO)

MISSOULA INTL (MSO) 4 NW UTC−7(−6DT) N46°54.98′ W114°05.43′ **GREAT FALLS**
3206 B S4 **FUEL** 100LL, JET A1 + OX 1, 2, 3, 4 Class I, ARFF Index B NOTAM FILE MSO **H–1C, L–13C**
RWY 11–29: H9501X150 (ASPH–GRVD) S–145, D–170, 2S–175, 2D–255 HIRL **IAP, AD**
RWY 11: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 07–25: H4612X75 (ASPH) S–30, D–50 MIRL
RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–4612	TODA–4612	ASDA–4612	LDA–4612
RWY 11:	TORA–9501	TODA–9501	ASDA–9501	LDA–9501
RWY 25:	TORA–4612	TODA–4612	ASDA–4612	LDA–4612
RWY 29:	TORA–9501	TODA–9501	ASDA–9501	LDA–9501



AIRPORT REMARKS: Attended continuously. Parachute Jumping. Migratory and small bird activity on and in the vicinity of arpt during months of April–May and Oct–Dec. Hang glider ops 5.5 NM east of AER 29. Contact arpt manager to req approval prior to ultralight ops. Rwy 07–25 surface variations with patches. Rwy 11–29 180 degree turns for acft over 12,500 pounds gross weight prohibited on all movement areas. Avoid locked turns at all times. Twy G between Rwy 07 end to Rwy 11–29 restricted to acft under 12,500 lbs. Avoid locked turns at all times. East ramp twy clsd from terminal ramp to 450′ east. When twr clsd ACTIVATE HIRL Rwy 11–29, MALSR Rwy 11—CTAF. PPR for unsked acft ops with more than 30 passenger seats ctc arpt ops manager 406–728–4381. Snow removal ops in progress in winter months. Landing fee for all commercial acft and all acft over 12,500 lbs.
WEATHER DATA SOURCES: ASOS 121.9 (406) 728–3743.
COMMUNICATIONS: CTAF 118.4 **ATIS** 126.65 **UNICOM** 122.95
Ⓡ **SPOKANE APP/DEP CON** 124.9 (1400–0620Z‡)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.4 (0620–1400Z‡)
TOWER 118.4 (1300–0500Z‡) **GND CON** 121.9
MILLER PEAK RCO 122.45 (GREAT FALLS RADIO)
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.
(L) VORW/DME 112.8 MSO Chan 75 N46°54.48′ W114°05.02′ at fld. 3202/17E.
VOR/DME unusable:
043°–063° byd 30 NM
063°–082° byd 30 NM blo 14,000′.
082°–150° byd 20 NM blo 11,000′
116°–150° byd 35 NM blo 13,000′
168°–223° byd 25 NM
223°–243° byd 20 NM blo 12,000′
223°–243° byd 30 NM
243°–258° byd 30 NM blo 12,000′
258°–273° byd 30 NM blo 10,000′
293°–343° byd 30 NM
343°–043° byd 10 NM
VOR unusable:
082°–116° byd 27 NM blo 13,000′
082°–116° byd 36 NM blo 14,000′
DME unusable:
082°–116° byd 27 NM blo 14,000′
082°–116° byd 39 NM
KONNA NDB (HW) 521 INE N47°05.66′ W114°23.81′ 113° 16.5 NM to fld.
ILS 109.3 I–MSO Rwy 11. Class IT. LOC unusable byd 30°left of course, byd 30° right of course.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb on MSO R-294, to cross DIDLY at/above 7800'. Thence on transition or assigned route.

KALISPELL TRANSITION (DIDLY1.FCA): From over DIDLY INT left turn via MSO R-294 to MSO VOR/DME, then via MSO R-340 to JESSY, then via MSO R-340 and FCA R-159 to FCA VOR/DME.

MISSOULA TRANSITION (DIDLY1.MSO): From over DIDLY INT left turn via MSO R-294 to MSO VOR/DME.

MULLAN PASS TRANSITION (DIDLY1.MLP): From over DIDLY INT via MSO R-294 to ORONE, then via MLP R-090 to MLP VOR/DME.

RIVAL TRANSITION (DIDLY1.RIVAL): From over DIDLY INT via MSO R-294 to INE NDB, then via INE 192° bearing to RIVAL INT.

SALMON TRANSITION (DIDLY1.LKT): From over DIDLY INT left turn via MSO R-294 to MSO VOR/DME, then via MSO R-163 and LKT R-342 to LKT VOR/DME.

NW-1, 26 AUG 2010 to 23 SEP 2010

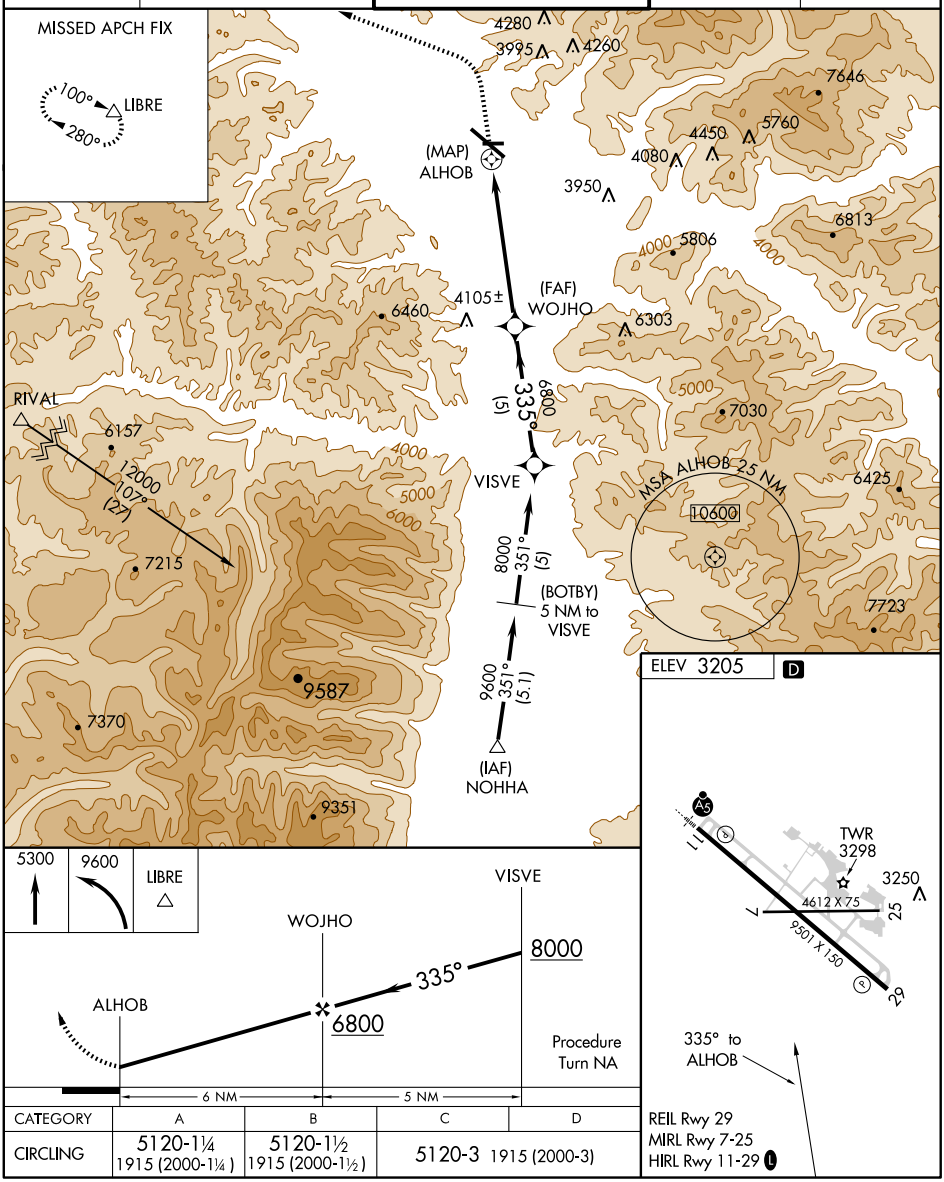
APP CRS	Rwy Idg	N/A
335°	TDZE	N/A
	Apt Elev	3205

GPS-D
MISSOULA INTL (MSO)

NA

MISSED APPROACH: Climb to 5300 then climbing left turn to 9600 direct LIBRE WP and hold.

ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95



CATEGORY	A	B	C	D
CIRCLING	5120-1¼ 1915 (2000-1¼)	5120-1½ 1915 (2000-1½)	5120-3 1915 (2000-3)	

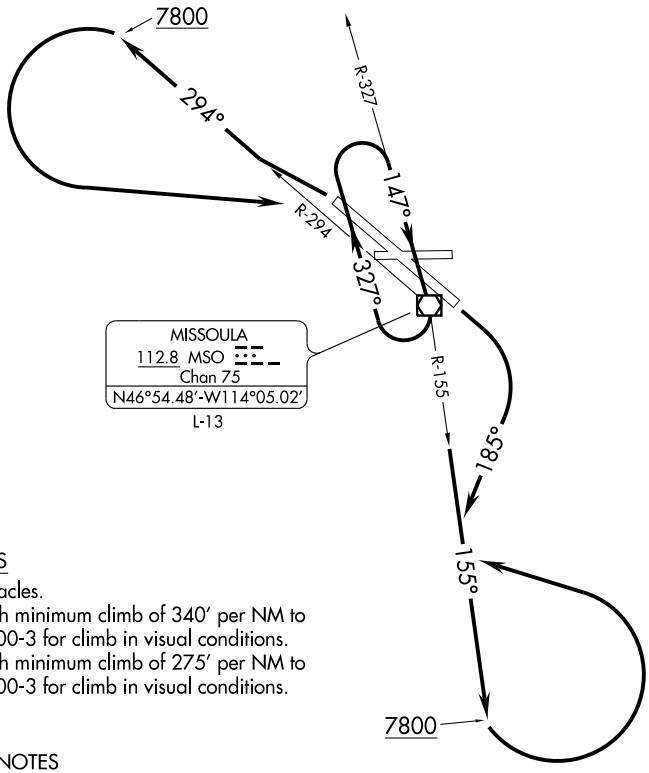
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

GRZLY TWO DEPARTURE (OBSTACLE)

SL-266 (FAA)

MISSOULA INTL (MSO)
MISSOULA, MONTANA

ATIS 126.65
GND CON
121.9
MISSOULA TOWER ★
118.4 (CTAF) 377.175
SPOKANE DEP CON
124.9 298.95
SALT LAKE CITY CENTER
133.4 285.4



TAKE-OFF MINIMUMS

Rwy 7, 25: NA- Obstacles.
Rwy 11: Standard with minimum climb of 340′ per NM to 7800, or 2700-3 for climb in visual conditions.
Rwy 29: Standard with minimum climb of 275′ per NM to 7800, or 2700-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

Rwy 11: Fence beginning 22′ from DER, 487′ right of centerline, up to 15′ AGL/3215′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing right turn heading 185° to intercept MSO R-155, southeast bound to 7800, thence. . . .
or, climb in visual conditions to cross MSO VOR/DME southeast bound at or above 5800, continue climb to 7800 via MSO VOR/DME R-155, thence. . . .

TAKE-OFF RUNWAY 29: Climb via MSO R-294 to 7800, then climbing left turn via MSO R-294 to MSO VOR/DME, climb in MSO VOR/DME holding pattern to MEA/MCA for route of flight or, climb in visual conditions to cross MSO VOR/DME southeast bound at or above 5800, continue climb to 7800 via MSO VOR/DME R-155, thence. . . .

. . . .climbing left turn via MSO VOR/DME R-155 to MSO VOR/DME, climb in MSO VOR/DME holding pattern to MEA/MCA for route of flight.

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-MSO	APP CRS	Rwy Idg	9501
109.3	113°	TDZE	3200
		Apt Elev	3205

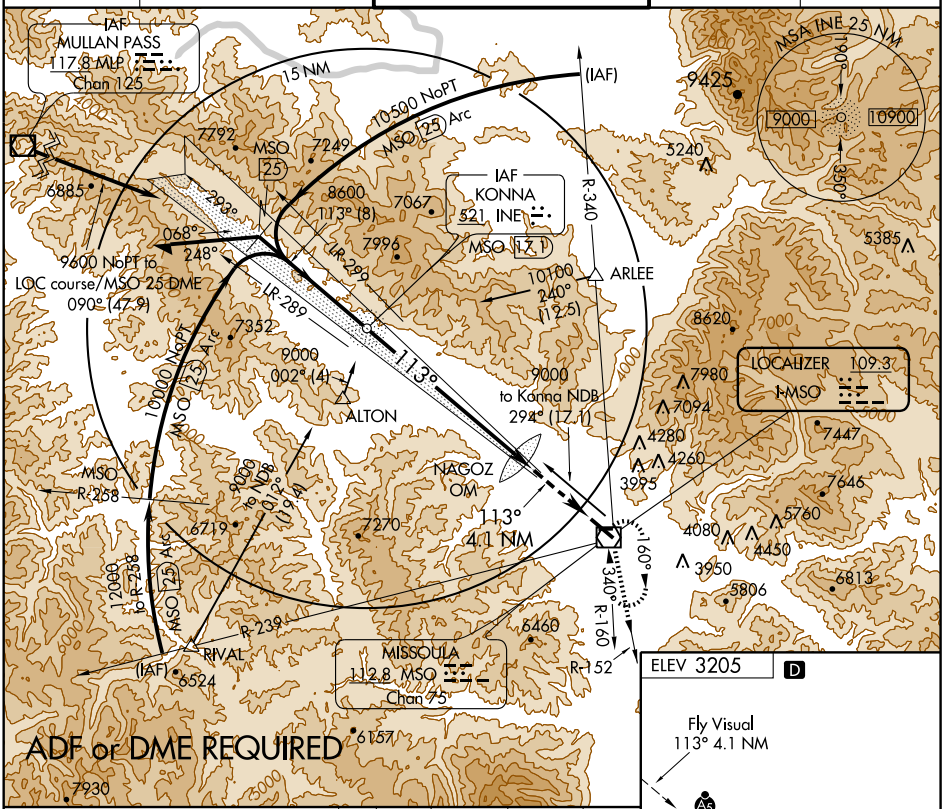
ILS RWY 11
MISSOULA INTL (MSO)

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb direct MSO VOR/DME then climbing right turn to 8000 outbound on MSO R-152 then climbing left turn to 9000 inbound on the MSO R-152 to MSO VOR/DME and hold.

ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 11	4550-5 1350 (1400-5)			
S-LOC 11	NA			
CIRCLING	NA			

REIL Rwy 29
MIRL Rwy 7-25
HIRL Rwy 11-29 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MZULA TWO DEPARTURE

SL-266 (FAA)

MISSOULA INTL (MSO)
MISSOULA, MONTANA

ATIS 126.65
GND CON 121.9
MISSOULA TOWER★ 118.4 (CTAF) 377.175
SPOKANE DEP CON 124.9 298.95
SALT LAKE CITY CENTER 133.4 285.4

TAKE-OFF OBSTACLE NOTES

Rwy 11: Fence beginning 22′ from DER, 487′ right of centerline, up to 15′ AGL/3215′ MSL.

TAKE-OFF MINIMUMS

Rwy 7, 25: NA- obstacles.

Rwy 11: Standard with minimum climb of 340′ per NM to 7800. SALMON TRANSITION requires minimum ATC climb of 400′ per NM to 11000.

Rwy 29: NA-ATC.

KALISPELL
113.2 FCA
Chan 79
N48°12.85′
W114°10.55′
L-13

R-159
339° (45)
13000
*8700
V231

CHARL
N47°28.34′
W114°07.37′

R-069
R-090
R-073
339° (5)
13000
*8700
50

JESSY
N47°23.43′
W114°07.03′
13000

MULLAN PASS
117.8 MLP
Chan 125
N47°27.41′
W115°38.76′
L-13, H-1

10000
*10000
270° (48)

ORONE
N47°10.86′
W114°32.62′

KONNA
521 INE
N47°05.66′-W114°23.81′

(25)
10000
*9100
294°
(17)
10000
*9000

13000
*9700
340° (29)

NOTE: DME required.

NOTE: Chart not to scale.

13000
*9000
192° (19)

RIVAL
N46°48.71′
W114°37.46′
L-13
13000

R-239

MISSOULA
112.8 MSO
Chan 75
N46°54.48′-W114°05.02′
L-13
10000

R-155
185°
155° 13
IPPUG
N46°41.61′
W114°02.39′
7800

11000
*11000
155° (7)
20
VICTO
N46°34.68′
W114°00.98′
11000

R-163
25
12000
190° (9)
WAMYO
N46°29.49′
W114°05.03′

12000
*11500
163° (88)
V231
R-342

SALMON
113.5 LKT
Chan 82
N45°01.28′-W114°05.05′
L-13, H-1

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing right turn heading 185° to intercept and proceed on MSO R-155 to cross IPPUG at/above 7800. Thence on transition or assigned route.

KALISPELL TRANSITION (MZULA2.FCA): From over IPPUG left turn via MSO R-155 to MSO VOR/DME, then via MSO R-340 to JESSY, then via MSO R-340 and FCA R-159 to FCA VOR/DME.

MISSOULA TRANSITION (MZULA2.MSO): From over IPPUG left turn via MSO R-155 to MSO VOR/DME.

MULLAN PASS TRANSITION (MZULA2.MLP): From over IPPUG left turn via MSO R-155 to MSO VOR/DME, then via MSO R-294 to ORONE, then via MLP R-090 to MSO VOR/DME.

RIVAL TRANSITION (MZULA2.RIVAL): From over IPPUG left turn via MSO R-155 to MSO VOR/DME, then via MSO R-294 to INE NDB, then via INE 192° bearing to RIVAL.

SALMON TRANSITION (MZULA2.LKT): From over IPPUG via MSO R-155 to VICTO, then via heading 190° to WAMYO, then via MSO R-163 and LKT R-342 to LKT VOR/DME.

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9501
CH 65715	113°	TDZE	3200
W11B		Apt Elev	3206

RNAV (GPS) Y RWY 11

MISSOULA INTL (MSO)

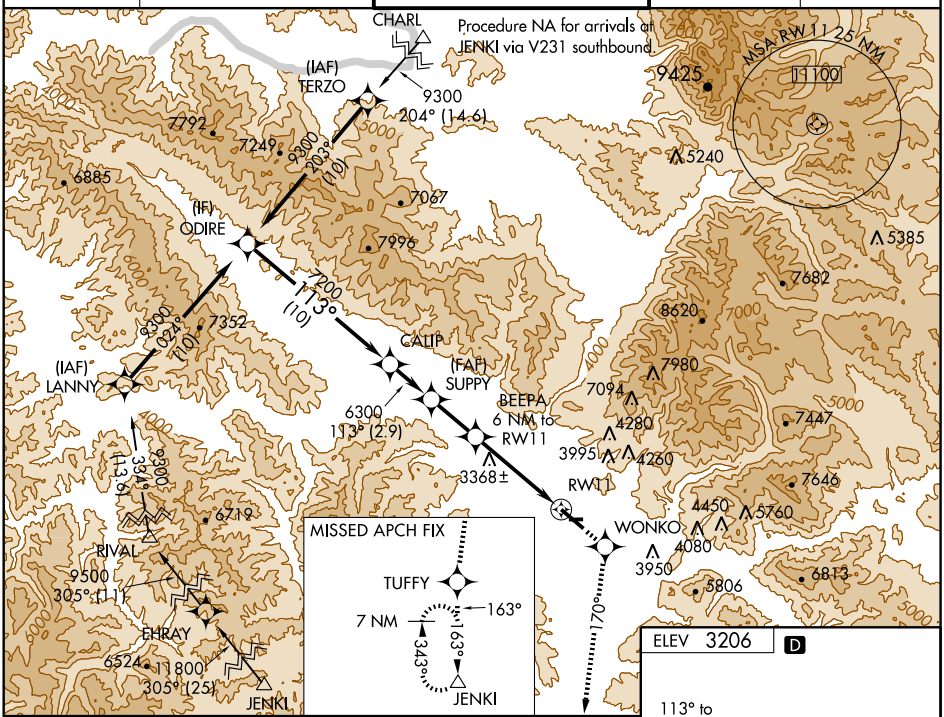
▼ Inoperative table does not apply to LNAV % Cats. A and B. For inoperative MALSR, increase LPV visibility all Cats. to 2½ miles. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲ # Missed approach requires minimum climb of 290 feet per NM to 8300.

MALSR

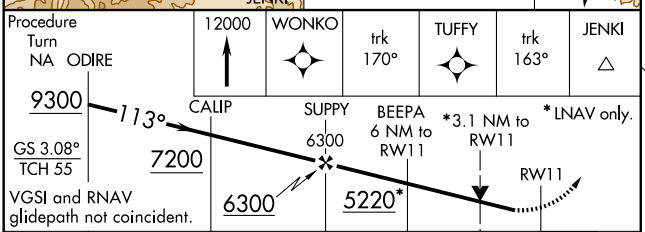
MISSED APPROACH: Climb to 12000 direct WONKO and via track 170° to TUFFY and via track 163° to JENKI and hold.

ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



	12000	WONKO	trk 170°	TUFFY	trk 163°	JENKI

CATEGORY	A	B	C	D
LPV DA#	3896-2 696 (700-2)			
LNAV MDA#	4220-¾ 1020 (1100-¾)	4220-1 1020 (1100-1)	4220-2½ 1020 (1100-2½)	
LNAV MDA%	5100-1¼ 1900 (2000-1¼)	5100-1½ 1900 (2000-1½)	5100-2½ 1900 (2000-2½)	
CIRCLING	5100-1¼ 1894 (1900-1¼)	5100-1½ 1894 (1900-1½)	5100-3 1894 (1900-3)	

REIL Rwy 29
MIRL Rwy 7-25
HIRL Rwy 11-29 L

APP CRS	Rwy Idg	9501
294°	TDZE	3205
	Apt Elev	3205

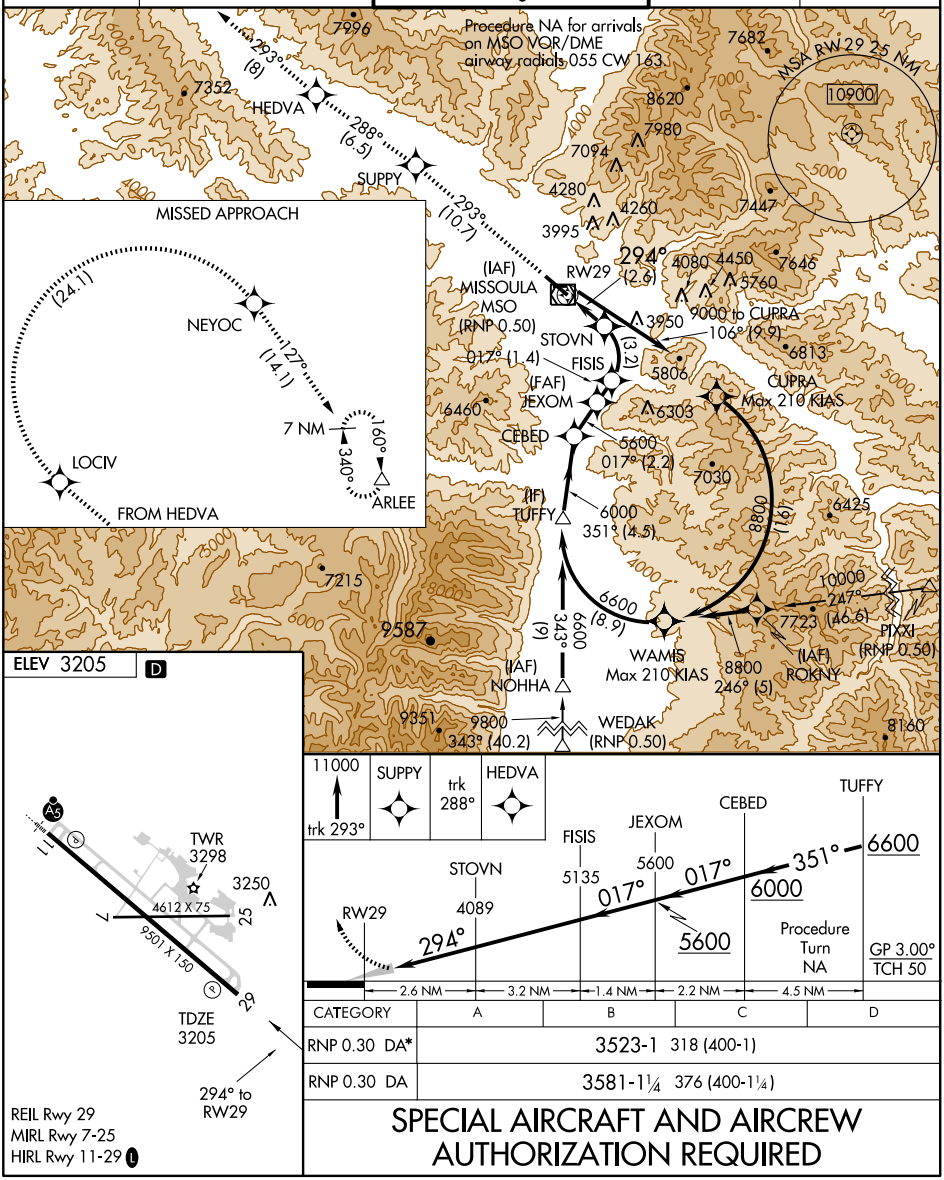
RNAV (RNP) RWY 29

MISSOULA INTL (MSO)

RF and GPS required. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 43°C (109°F).
* Missed approach requires minimum climb of 215 feet per NM to 5000.

MISSED APPROACH: Climb to 11000 via track 293° to SUPPY, and via track 288° to HEDVA, and via track 293° to LOCIV, and via right turn to NEYOC, and via track 127° to ARLEE and hold.

ATIS	SPOKANE APP CON *	MISSOULA TOWER *	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95



ELEV 3205 D

CATEGORY	A	B	C	D
RNP 0.30 DA*	3523-1 318 (400-1)			
RNP 0.30 DA	3581-1¼ 376 (400-1¼)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9501
113°	TDZE	3200
	Apt Elev	3206

RNAV (RNP) Z RWY 11

MISSOULA INTL (MSO)

GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 43°C (109°F). For inoperative MALSR increase RNP 0.12 visibility all Cats to 1¼, RNP 0.30 visibility all Cats to 2½.

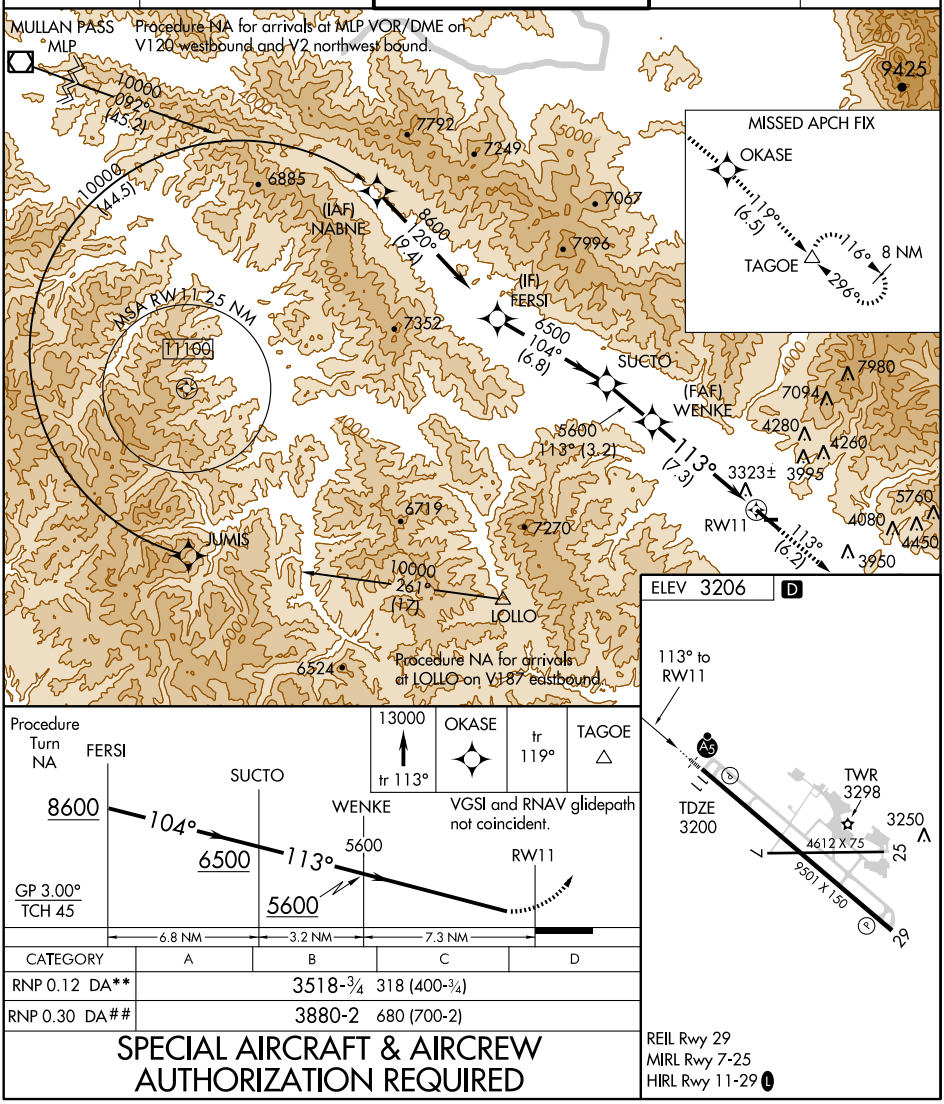
**Missed approach requires minimum climb of 425 feet per NM to 8300.

##Missed approach requires minimum climb of 350 feet per NM to 8300, if unable see RNAV (GPS) Y RWY 11.

MALSR

MISSED APPROACH: Climb to 13000 via track 113° to OKASE, and via track 119° to TAGOE and hold, continue climb-in-hold to 13000.

ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95



CATEGORY	A	B	C	D
RNP 0.12 DA**	3518-¾	318 (400-¾)		
RNP 0.30 DA##	3880-2	680 (700-2)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 29
MIRL Rwy 7-25
HIRL Rwy 11-29 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

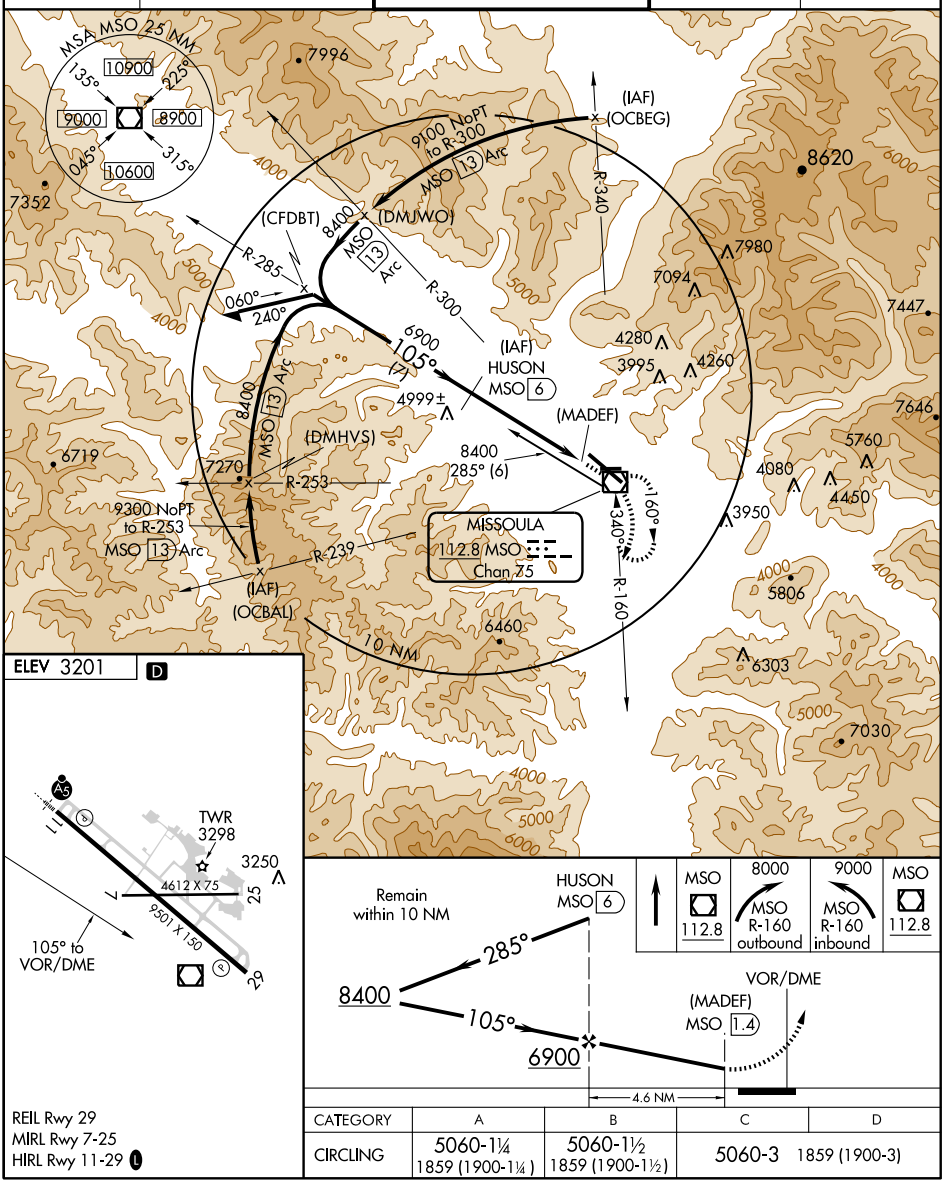
VOR/DME MSO 112.8 Chan 75	APP CRS 105°	Rwy Idg N/A TDZE N/A Apt Elev 3201

VOR/DME or GPS-A

MISSOULA INTL (MSO)

MISSED APPROACH: Climb direct to MSO VOR/DME, then climbing right turn to 8000 outbound on R-160 then climbing left turn to 9000 inbound on the R-160 to MSO VOR/DME and hold.

ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95



CATEGORY	A	B	C	D
CIRCLING	5060-1¼ 1859 (1900-1¼)	5060-1½ 1859 (1900-1½)	5060-3	1859 (1900-3)

REIL Rwy 29
MIRL Rwy 7-25
HIRL Rwy 11-29 L

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME MSO 112.8 Chan 75	APP CRS 335°	Rwy Idg N/A TDZE N/A Apt Elev 3201

VOR/DME or GPS-B
MISSOULA INTL (MSO)

MISSED APPROACH: Climb direct MSO VOR/DME, then climbing left turn to 7500 on R-285 then climbing left turn to 9000 direct MSO VOR/DME and hold.

ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) Ⓛ 377.175	121.9	122.95

NW-1, 26 AUG 2010 to 23 SEP 2010

MISSOULA 112.8 MSO Chan 75

(IAF) (OCEDA)

(IAF) (OCEVO)

(MAJOS)

8600 to Stevi 155° (10)

(IAF) STEVI MSO 10

(DMFOX) MSO 16

(DMDMO)

(DMEQN)

(CFJKT) MSO 16

(DMCZZ)

(IAF) (OCFOW) MSO 25

9800 NoPT to MSO 16 DME 020° (4.9) and 335° (5.3)

MSA MSO 25 NM

ELEV 3201 D

TWR 3298

3250

4612 X 75

9501 X 150

335° to VORTAC

REIL Rwy 29
MIRL Rwy 7-25
HIRL Rwy 11-29 Ⓛ

MSO 112.8	7500 MSO R-285	9000	MSO 112.8

STEVI MSO 10

Remain within 10 NM

VOR/DME (MAJOS) MSO 1

MSO 6

6500

8100

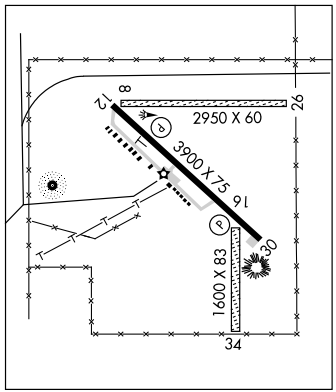
8600

CATEGORY	A	B	C	D
CIRCLING	4500-1¼ 1299 (1300-1¼)	4500-1½ 1299 (1300-1½)	4600-3 1399 (1400-3)	4740-3 1539 (1600-3)

46°55'N - 114°05'W

PLENTYWOOD

SHER–WOOD (PWD) 1 NE UTC−7(−6DT) N48°47.32′ W104°31.39′ **BILLINGS**
2250 B **FUEL** 100LL NOTAM FILE GTF **L–13E**
RWY 12–30: H3900X75 (ASPH–PFC) S–12.5 MIRL 0.4% up NW **IAP**
RWY 12: PAPI (P2L)—GA 3.0° TCH 44′. Road.
RWY 30: PAPI (P2L)—GA 3.0° TCH 44′.
RWY 08–26: 2950X60 (TURF)
RWY 16–34: 1600X83 (TURF)
AIRPORT REMARKS: Unattended. 24 hr self service credit card fuel facility. Ultralight on and in vicinity of arpt. PAPI Rwy 12 OTS indef. ACTIVATE MIRL Rwy 12–30—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 304° 44.5 NM to fld. 2372/12E. **HIWAS.**
PLENTYWOOD NDB (MHW) 251 PWD N48°47.40′ W104°31.63′ at fld. NOTAM FILE GTF. VFR only.



POLSON (8S1) 1 W UTC−7(−6DT) N47°41.73′ W114°11.12′ **GREAT FALLS**
2941 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13C**
RWY 18–36: H4195X75 (ASPH) S–17 MIRL **IAP**
RWY 18: PAPI(P4L)—GA 3.0° TCH 28′. Highway.
RWY 36: PAPI(P2L)—GA 4.0° TCH 31′. Hill.
AIRPORT REMARKS: Attended 1500–0000Z‡. 24 hr self service fuel avbl. Tower 600′ AGL 3 miles S unlighted. When ldg on Rwy 36 be alert to seaplane ldgs on adjacent river. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42′ W115°38.76′ 056° 61.0 NM to fld. 6100/20E. **HIWAS.**

• • • •

APP CRS	Rwy Idg	N/A
302°	TDZE	N/A
	Apt Elev	2250

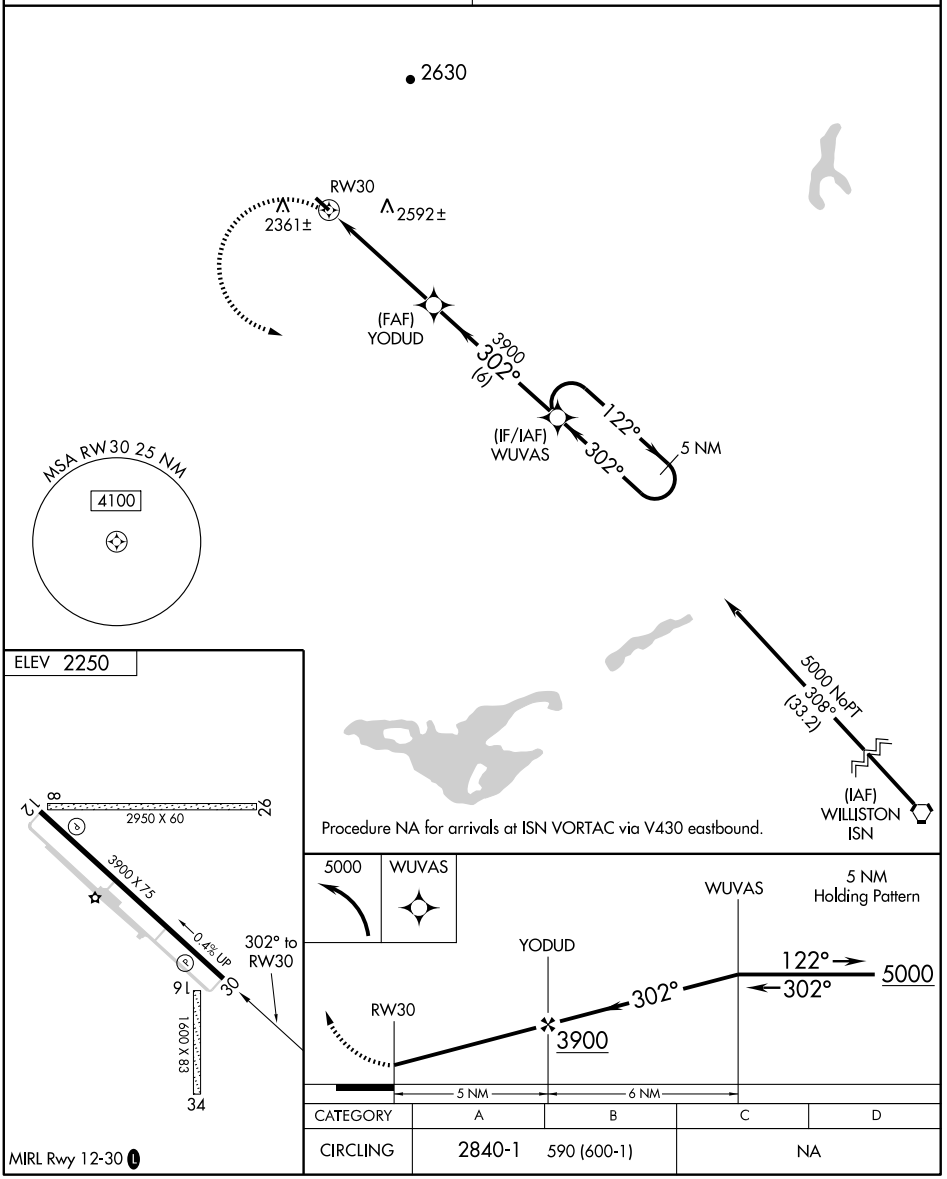
RNAV (GPS)-A

PLENTYWOOD/ SHER-WOOD (PWD)

T A NA — Procedure NA at night. DME/DME RNP- 0.3 NA. Use Sloulin Fld Intl, ND altimeter setting, if not received, use Wolf Point/ L.M. Clayton altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 5000 direct WUVAS and hold.

SALT LAKE CENTER	UNICOM
126.85 305.2	122.8 (CTAF) L

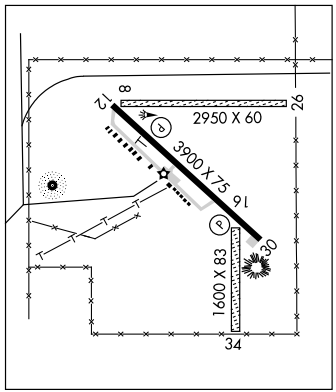


CATEGORY	A	B	C	D
CIRCLING	2840-1	590 (600-1)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

PLENTYWOOD

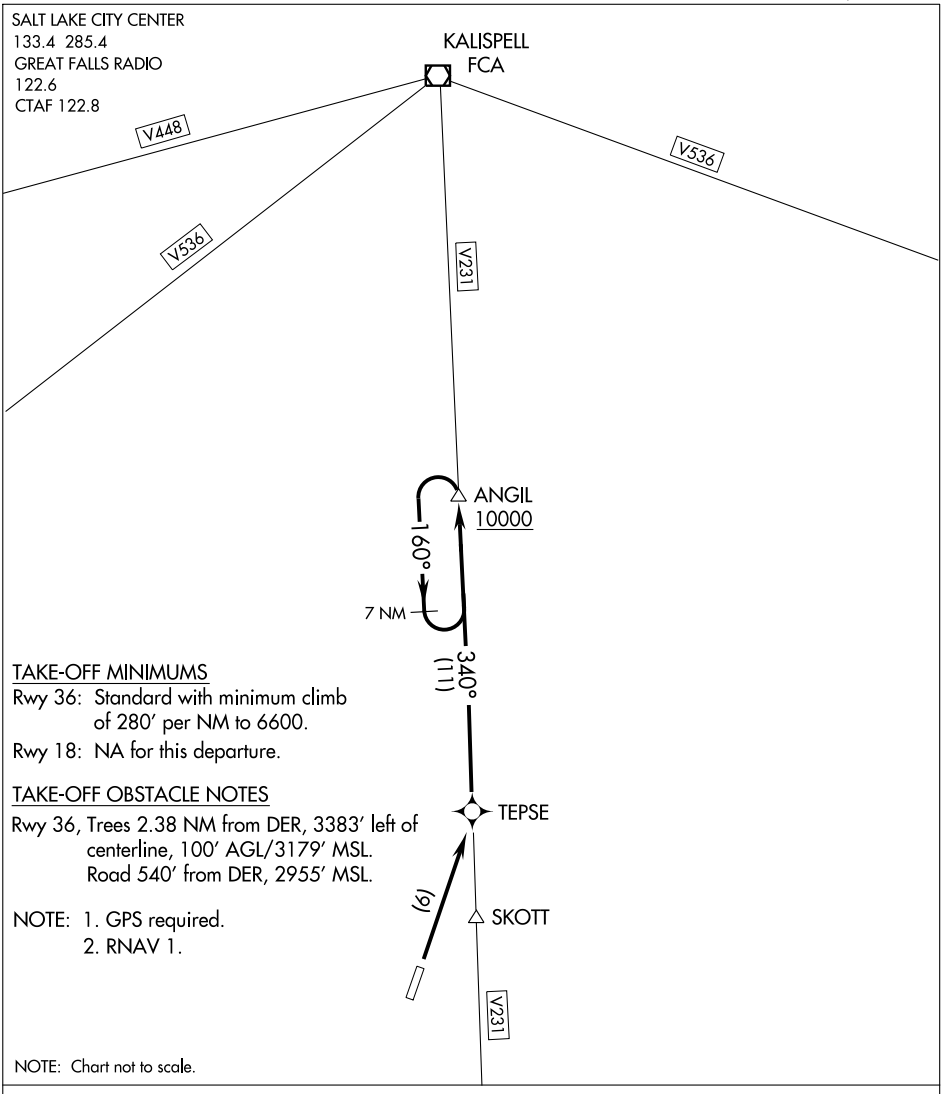
SHER–WOOD (PWD) 1 NE UTC−7(−6DT) N48°47.32′ W104°31.39′ **BILLINGS**
2250 B **FUEL** 100LL NOTAM FILE GTF **L–13E**
RWY 12–30: H3900X75 (ASPH–PFC) S–12.5 MIRL 0.4% up NW **IAP**
RWY 12: PAPI (P2L)—GA 3.0° TCH 44′. Road.
RWY 30: PAPI (P2L)—GA 3.0° TCH 44′.
RWY 08–26: 2950X60 (TURF)
RWY 16–34: 1600X83 (TURF)
AIRPORT REMARKS: Unattended. 24 hr self service credit card fuel facility. Ultralight on and in vicinity of arpt. PAPI Rwy 12 OTS indef. ACTIVATE MIRL Rwy 12–30—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 304° 44.5 NM to fld. 2372/12E. **HIWAS.**
PLENTYWOOD NDB (MHW) 251 PWD N48°47.40′ W104°31.63′ at fld. NOTAM FILE GTF. VFR only.



POLSON (8S1) 1 W UTC−7(−6DT) N47°41.73′ W114°11.12′ **GREAT FALLS**
2941 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13C**
RWY 18–36: H4195X75 (ASPH) S–17 MIRL **IAP**
RWY 18: PAPI(P4L)—GA 3.0° TCH 28′. Highway.
RWY 36: PAPI(P2L)—GA 4.0° TCH 31′. Hill.
AIRPORT REMARKS: Attended 1500–0000Z‡. 24 hr self service fuel avbl. Tower 600′ AGL 3 miles S unlighted. When ldg on Rwy 36 be alert to seaplane ldgs on adjacent river. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42′ W115°38.76′ 056° 61.0 NM to fld. 6100/20E. **HIWAS.**

• • • •

ANGIL ONE DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 36: Standard with minimum climb of 280′ per NM to 6600.

Rwy 18: NA for this departure.

TAKE-OFF OBSTACLE NOTES

Rwy 36, Trees 2.38 NM from DER, 3383′ left of centerline, 100′ AGL/3179′ MSL.
Road 540′ from DER, 2955′ MSL.

NOTE: 1. GPS required.
2. RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 36: Climb direct to TEPSE WP, then via 340° track to ANGIL, Thence. . . .

. . . .Climb in the ANGIL holding pattern to cross ANGIL at or above 10000 prior to proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 18

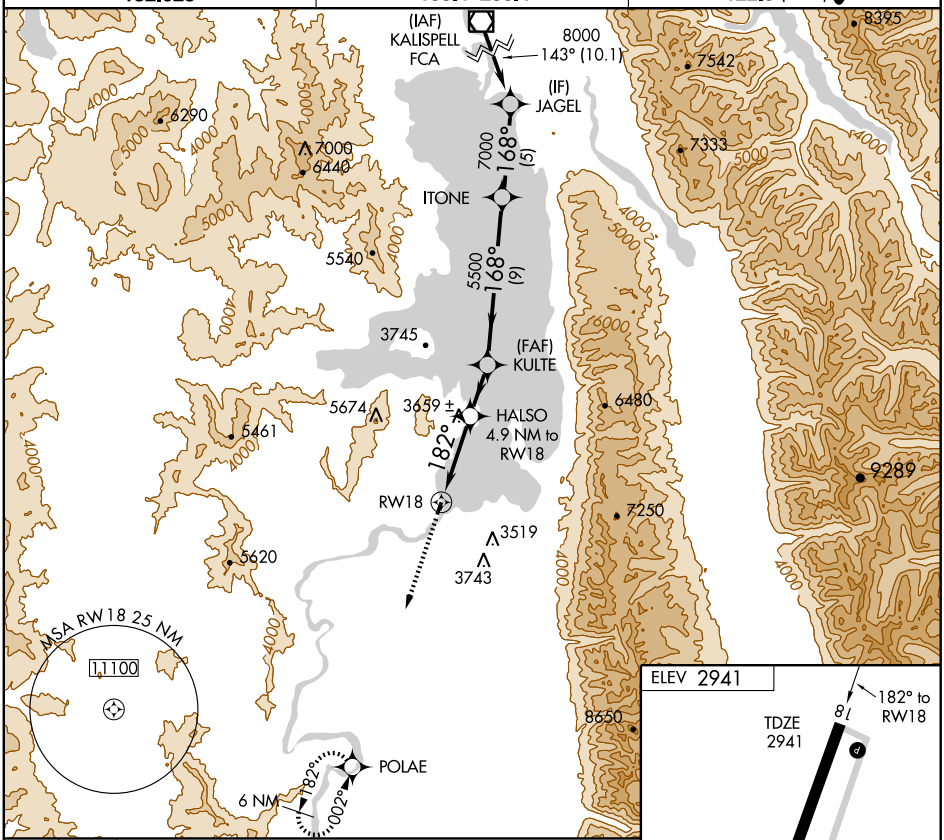
POLSON (8S1)

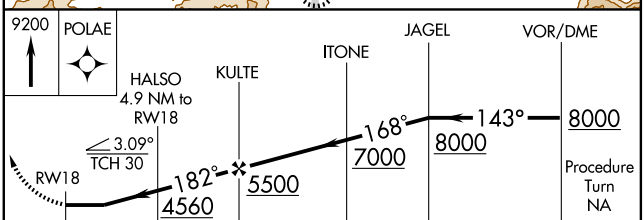
APP CRS	Rwy Idg	4195
182°	TDZE	2941
	Apt Elev	2941

Procedure NA at night.
DME/DME RNP- 0.3 NA.
NA Use Glacier Park Intl altimeter setting.

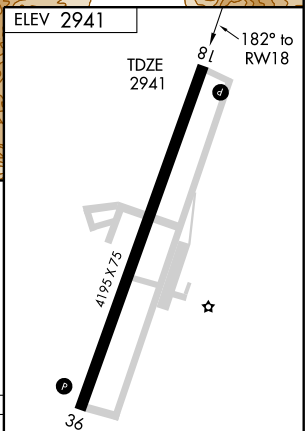
MISSED APPROACH: Climb to 9200 direct POLAE and hold.

GLACIER PARK INTL ASOS	SALT LAKE CENTER	UNICOM
132.625	133.4 285.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4480-1¼ 1539 (1600-1¼)	4480-1½ 1539 (1600-1½)	NA	
CIRCLING	4480-1¼ 1539 (1600-1¼)	4480-1½ 1539 (1600-1½)	NA	



MIRL Rwy 18-36 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 36

POLSON (8S1)

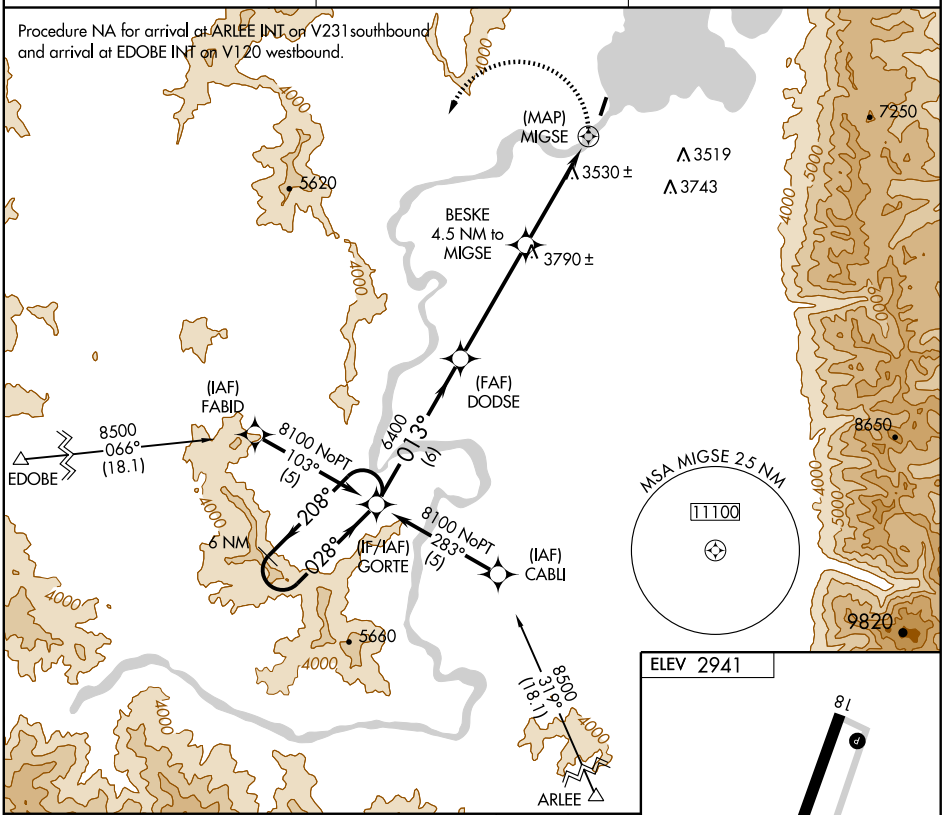
APP CRS	Rwy Idg	4195
013°	TDZE	2941
	Apt Elev	2941

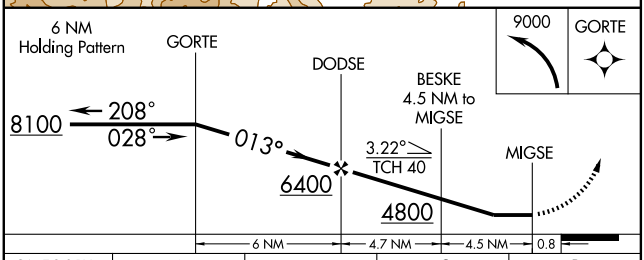
Procedure NA at night.
DME/DME RNP-0.3 NA.
Use Glacier Park Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 9000 direct GORTE WP and hold.

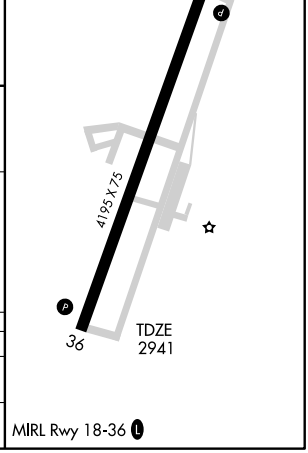
GLACIER PARK INTL ASOS	SALT LAKE CENTER	UNICOM
132.625	133.4 285.4	122.8 (CTAF) L

Procedure NA for arrival at ARLEE INT on V231 southbound and arrival at EDOBE INT on V120 westbound.





CATEGORY	A	B	C	D
LNAV	4340-1¼ 1399 (1400-1¼)	4340-1½ 1399 (1400-1½)	NA	
CIRCLING	4340-1¼ 1399 (1400-1¼)	4340-1½ 1399 (1400-1½)	NA	



MIRL Rwy 18-36 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3030
092°	TDZE	2005
	Apt Elev	2005

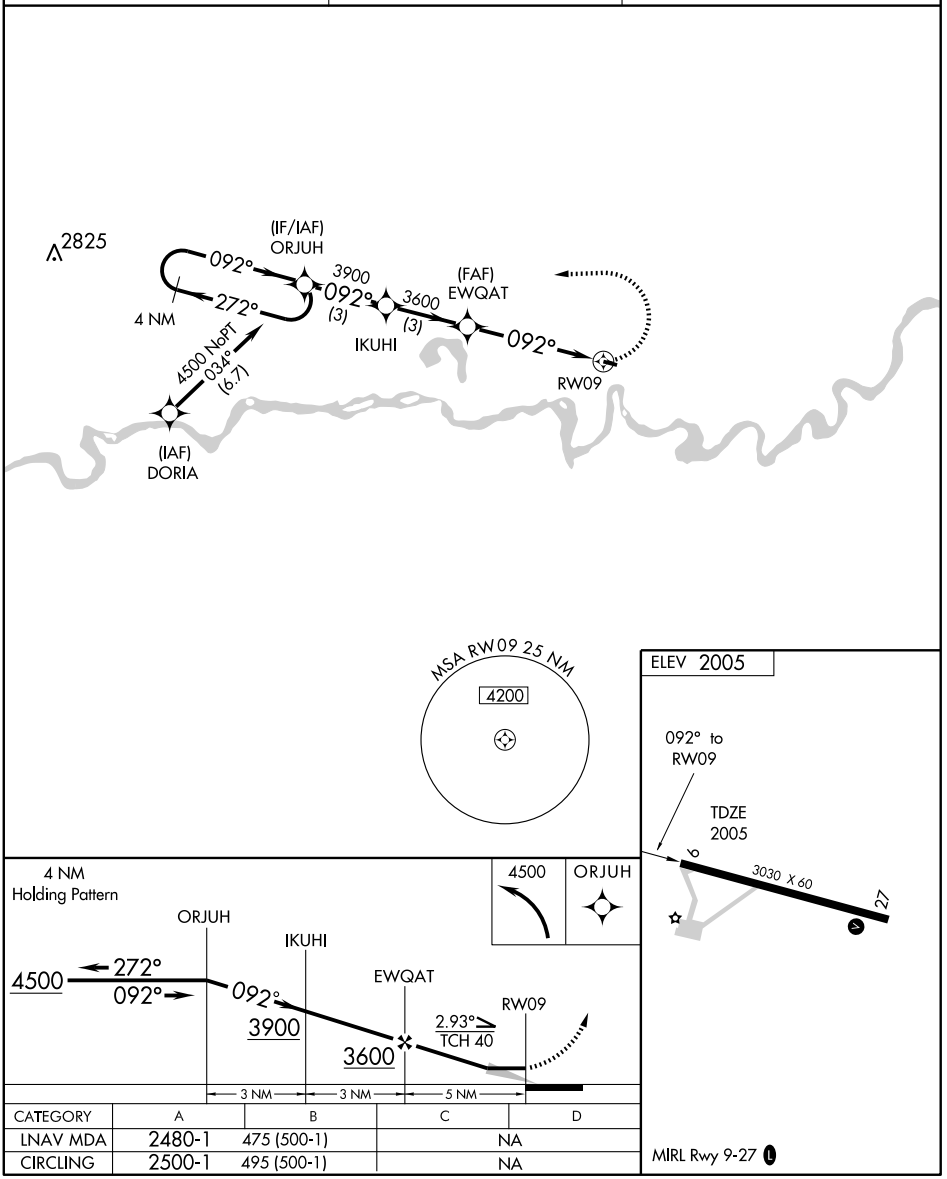
RNAV (GPS) RWY 9

POPLAR (42S)

NA Use Wolf Point altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 4500 direct ORJUH WP and hold.

WOLF POINT ASOS	SALT LAKE CENTER	UNICOM
118.325	126.85 305.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2480-1	475 (500-1)	NA	
CIRCLING	2500-1	495 (500-1)	NA	

MIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010

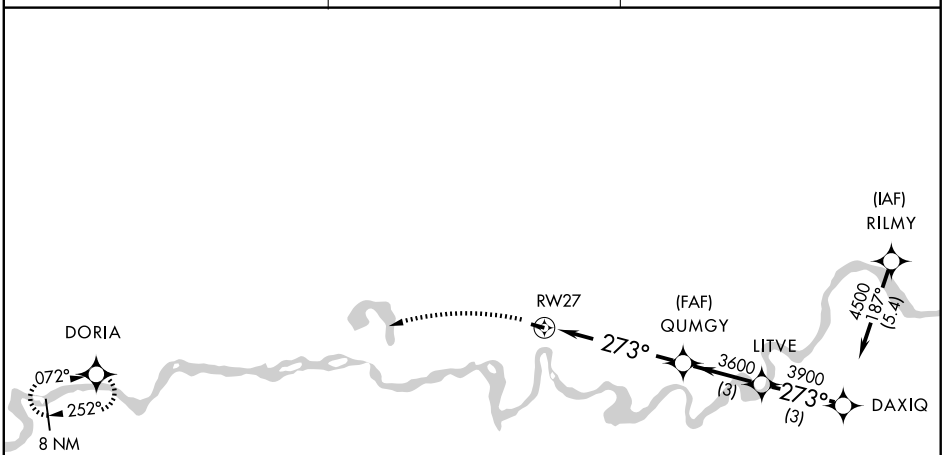
APP CRS	Rwy ldg	3030
273°	TDZE	2005
	Apt Elev	2005

RNAV (GPS) RWY 27
POPLAR (42S)

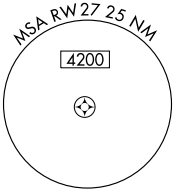
NA Use Wolf Point altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 not authorized.

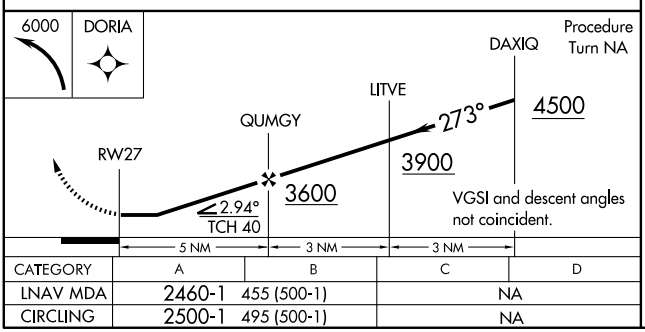
MISSED APPROACH: Climbing left turn to 6000 direct DORIA WP and hold.

WOLF POINT ASOS	SALT LAKE CENTER	UNICOM
118.325	126.85 305.2	122.8 (CTAF) L

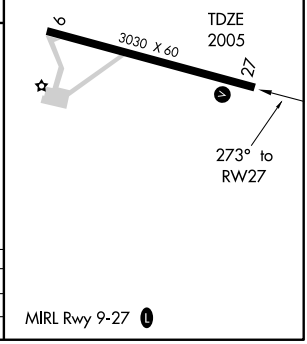


2800





CATEGORY	A	B	C	D
LNAV MDA	2460-1	455 (500-1)	NA	
CIRCLING	2500-1	495 (500-1)	NA	



MIRL Rwy 9-27 L

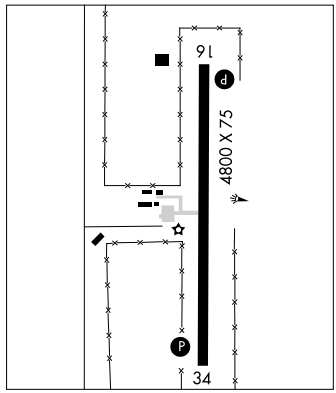
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RICHEY (7U8) 1 SW UTC−7(−6DT) N47°37.60′ W105°04.58′ **BILLINGS**
2493 B NOTAM FILE GTF
RWY 14–32: 2690X75 (TURF–DIRT) LIRL
RWY 32: Hill.
AIRPORT REMARKS: Unattended. Rwy 14–32 center 20′ of rwy soft graded dirt, perimeter is turf. No snow removal. ACTIVATE LIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF 122.9

RIDDICK FLD (See PHILIPSBURG)

ROCK CREEK (See CLINTON)

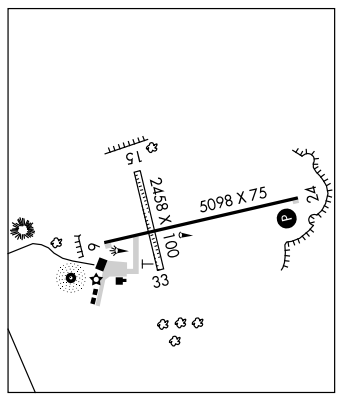
RONAN (7SØ) 3 N UTC−7(−6DT) N47°34.03′ W114°06.07′ **GREAT FALLS**
3086 B S2 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13C**
RWY 16–34: H4800X75 (ASPH) MIRL **IAP**
RWY 16: PAPI(P2L)—GA 3.0° TCH 21. Road.
RWY 34: PAPI(P2L)—GA 3.0° TCH 22′.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hours via self serve credit card svc. Large seagulls on and in vicinity of arpt. MIRL Rwy 16–34 and PAPI Rwy 34 opr 2300–0400Z‡; after 0400Z‡ ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE FCA
KALISPELL (H) VORW/DME 113.2 FCA Chan 79 N48°12.85′ W114°10.55′ 158° 39 NM to fld. 2984/18E.



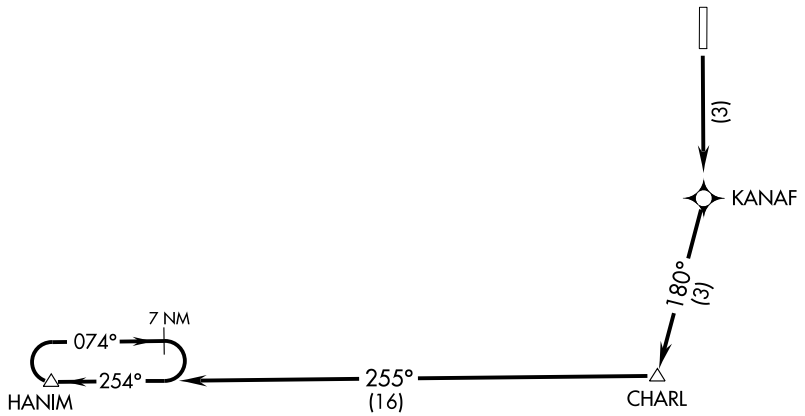
ROSS INTL (See SWEETGRASS)

ROTORCRAFT HELIPORT (See Hamilton)

ROUNDUP (RPX) 2 N UTC−7(−6DT) N46°28.50′ W108°33.60′ **BILLINGS**
3491 B **FUEL** 100LL, JET A NOTAM FILE GTF **H–1E, L–13D**
RWY 06–24: H5098X75 (ASPH) S–12.5 MIRL
RWY 06: Tree. **RWY 24:** PAPI(P2L)—GA 3.0° TCH 45′.
RWY 15–33: 2458X100 (TURF–DIRT)
RWY 15: Tree. **RWY 33:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. Service avbl Sun phone 406–323–1011. Credit card self service fuel avbl 24 hours. Parachute Jumping. Wildlife on and invof arpt. Ultralights on and invof arpt. Radio controlled airplane ops on arpt. Rgt tfc Rwy 24 from 0500Z‡ to 1400Z‡. Major airframe and major power plant repairs winter only. Rwy 15–33 marked with white cones full length, red cones mark thld. ACTIVATE PAPI Rwy 24—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 351° 40.1 NM to fld. 3808/14E.
NDB (MHW) 362 RPX N46°28.83′ W108°34.04′ at fld. NOTAM FILE GTF. VFR only.



SALT LAKE CITY CENTER
133.4 285.4
GREAT FALLS RADIO
122.6
CTAF 122.8



NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS:
Rwy 16: Standard.
Rwy 34: NA. See RONAN DEPARTURE.

TAKE-OFF OBSTACLE NOTE:
Rwy 16: Tree 485′ from DER, 386′ left of centerline, 50′ AGL/3149′ MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 13000 direct KANAF and via track 180° to CHARL and via track 255° to HANIM and hold, continue climb-in-hold to 13000 before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 16

RONAN (7SØ)

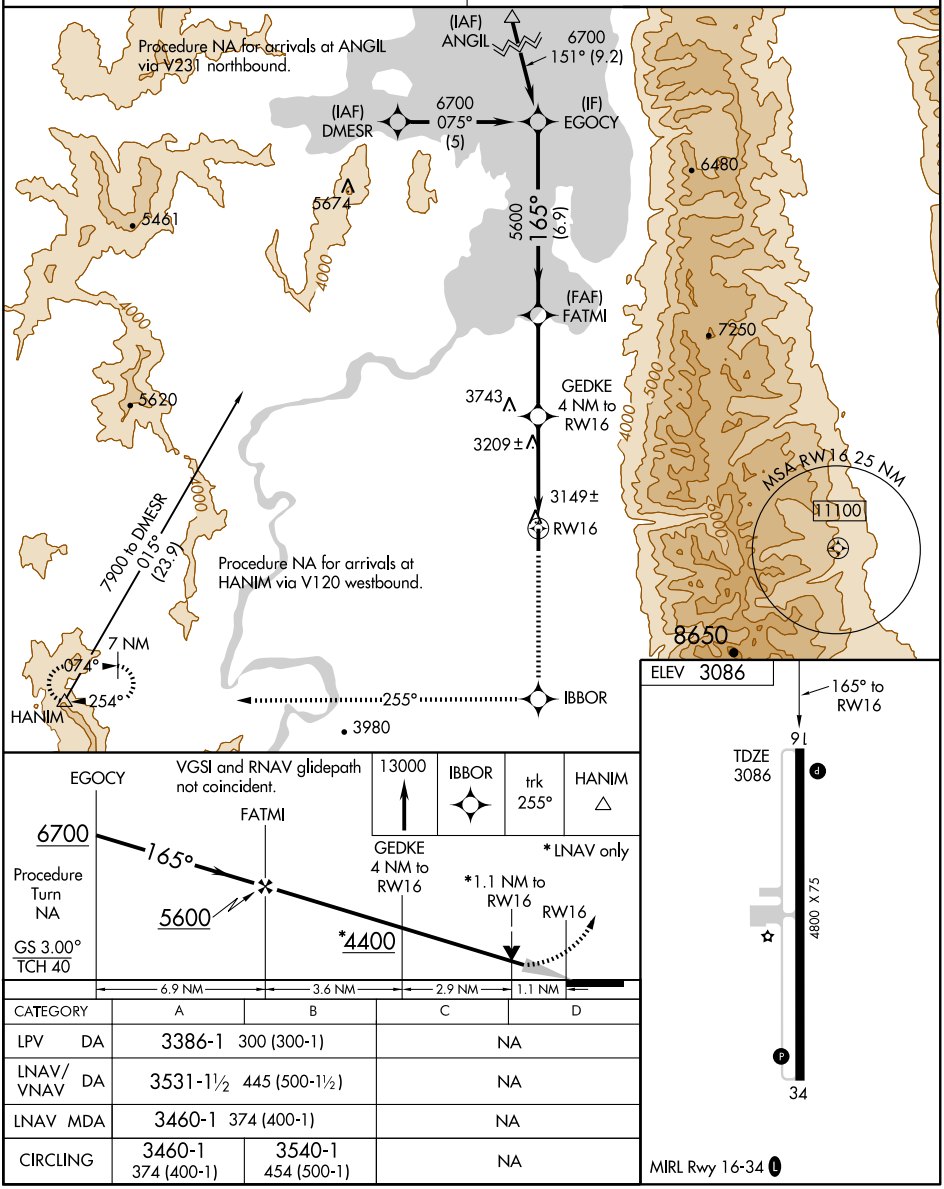
WAAS	APP CRS	Rwy Idg	4800
CH 45814	165°	TDZE	3086
W16A		Apt Elev	3086

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Circling NA east of Rwys 16 and 34. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 13000 direct IBBOR and via track 255° to HANIM and hold, continue climb-in-hold to 13000.

SALT LAKE CITY CENTER 133.4 285.4

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3386-1 300 (300-1)		NA	
LNAV/VNAV DA	3531-1½ 445 (500-1½)		NA	
LNAV MDA	3460-1 374 (400-1)		NA	
CIRCLING	3460-1 374 (400-1)	3540-1 454 (500-1)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4800
CH 86614	345°	TDZE	3081
W34A		Apt Elev	3086

RNAV (GPS) RWY 34

RONAN (7SØ)

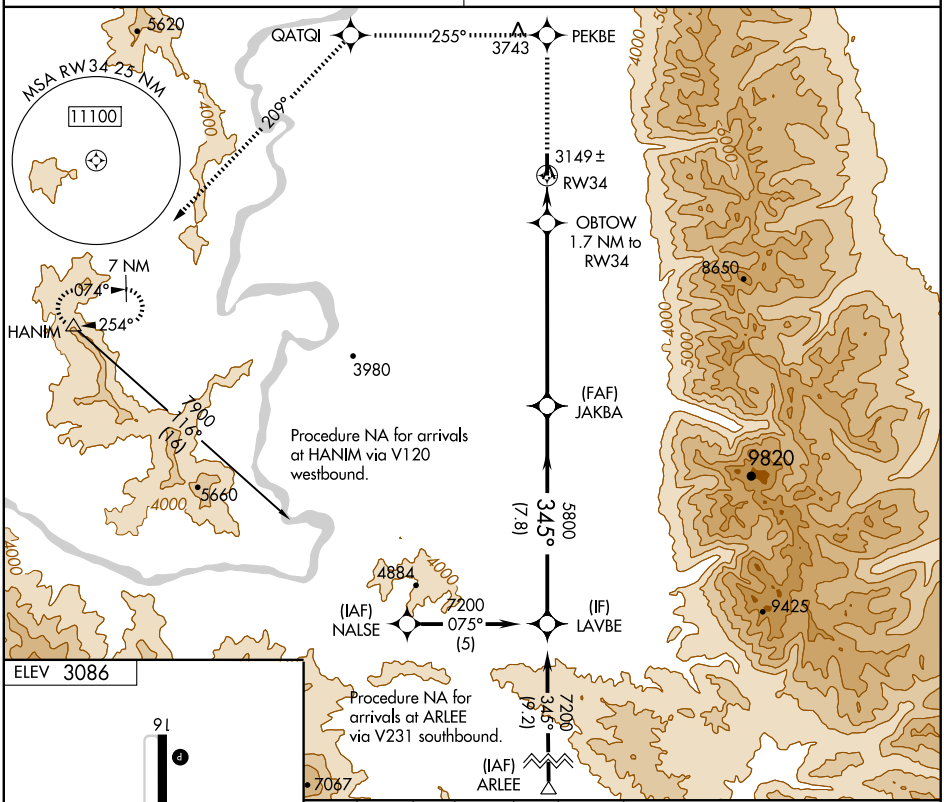
T NA

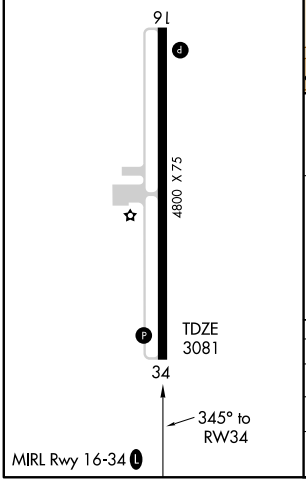
Circling NA east of Rwys 16 and 34.
DME/DME RNP-0.3 NA.

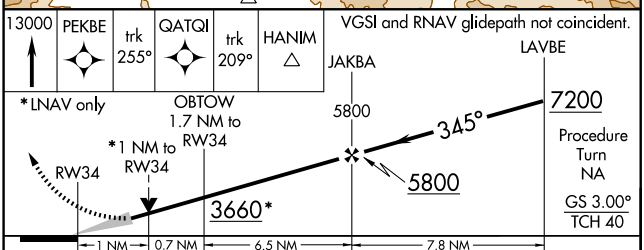
MISSED APPROACH: Climb to 13000 direct PEKBE and via track 255° to QATQI and via track 209° to HANIM and hold, continue climb-in-hold to 13000.

SALT LAKE CITY CENTER
133.4 285.4

UNICOM
122.8 (CTAF)



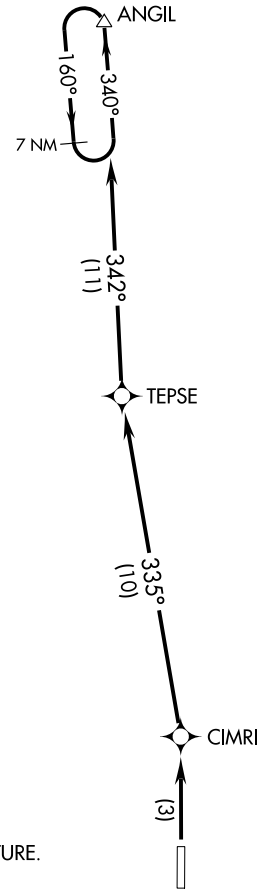




CATEGORY	A	B	C	D
LPV DA	3392-1	311 (400-1)	NA	
LNAV MDA	3400-1	319 (400-1)	NA	
CIRCLING	3460-1 374 (400-1)	3540-1 454 (500-1)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SALT LAKE CITY CENTER
133.4 285.4
GREAT FALLS RADIO
122.6
CTAF 122.8



NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS:
Rwy 16: NA. See HANIM ONE DEPARTURE.
Rwy 34: Standard.

TAKE-OFF OBSTACLE NOTES:
Rwy 34: Building 158′ from DER, 370′ left of centerline, 40′ AGL/3130′ MSL.
Tree 1358′ from DER, 556′ left of centerline, 50′ AGL/3149′ MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 10000 direct CIMRI and via track 335° to TEPSE and via track 342° to ANGIL and hold, continue climb-in-hold to appropriate MEA before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010

RYEGATE (8UØ) 1S UTC−7(−6DT) N46°17.43′ W109°14.86′ **GREAT FALLS**
3689 B NOTAM FILE GTF
RWY 07–25: 3440X100 (TURF)
RWY 07: P–line. **RWY 25:** Hill.
AIRPORT REMARKS: Unattended. Rwy 07–25 surface condition rough. No snow removal. Rwy 07–25 marked by white cones full length.
COMMUNICATIONS: CTAF 122.9

SAIGE N45°51.13′ W108°41.67′. NOTAM FILE BIL. **BILLINGS**
NDB (LOM) 251 BI 099° 6.9 NM to Billings Logan Intl.

ST IGNATIUS (52S) 1 NE UTC−7(−6DT) N47°19.50′ W114°04.84′ **GREAT FALLS**
3006 B S2 **FUEL** 100LL NOTAM FILE GTF
RWY 08–26: H2610X60 (ASPH) LIRL
RWY 08: Road. **RWY 26:** Building.
AIRPORT REMARKS: Attended continuously. Migratory flocks of birds invof rwy. Snow removal. Rwy 08 90′ relocated thld for ngt ops only. Rwy 26 243′ relocated thld for ngt ops only. 2277′ avbl for ngt ops. Rwy 08 90′ unlighted, Rwy 26 243′ unlighted, 2277′ lgtd at ngt. Telephone on fld 406–745–4008. ACTIVATE LIRL Rwy 08–26—122.9
COMMUNICATIONS: CTAF 122.9

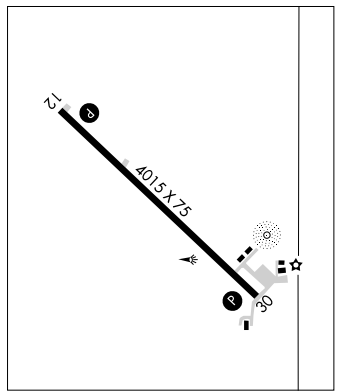
ST LABRE MISSION (See ASHLAND)

SAND SPRINGS STRIP (8U1) 1 NW UTC−7(−6DT) N47°06.25′ W107°30.21′ **BILLINGS**
3180 TPA—3900(720) NOTAM FILE GTF
RWY 10–28: 2400X60 (TURF)
RWY 10: Road.
AIRPORT REMARKS: Attended dalgt hours. Animals on and invof rwy. Rwy 10–28 may be soft when wet. No landing on twy connected to Rwy 28.
COMMUNICATIONS: CTAF/UNICOM 122.8

SCHAFER (USFS) (8U2) 15 SE UTC−7(−6DT) N48°05.25′ W113°15.05′ **GREAT FALLS**
4855 NOTAM FILE GTF
RWY 07–25: 3200X60 (TURF)
RWY 07: Trees. **RWY 25:** Trees.
AIRPORT REMARKS: Unattended. Summer phone 406–752–7345. Watch for horses or big game animals on rwy. First 400′ Rwy 25 very rough. Rwy 07–25 E 1800′ marked with cones, W 1400′ unmarked. Tkf and land Rwy 25 conditions permitting.
COMMUNICATIONS: CTAF 122.9

SCOBEY

SCOBEY (9S2) 1 NW UTC−7(−6DT) N48°48.46′ W105°26.37′ **BILLINGS**
2432 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13E**
RWY 12–30: H4015X75 (ASPH) S–11 MIRL 1.2% up SE **IAP**
RWY 12: PAPI(P2L)—GA 3.0° TCH 25′.
RWY 30: PAPI(P2L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡, Sat 1500–1900Z‡. For fuel after hours call 406–487–5544. Deer on and in vicinity of arpt. MIRL Rwy 12–30; PAPI Rwy 12 and Rwy 30 opr dusk–0600Z‡; after 0600Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′ 039° 59.2 NM to fld. 2280/14E.
NDB (MHW) 283 SCO N48°48.52′ W105°26.17′ at fld. NOTAM FILE GTF. VFR only.



APP CRS	Rwy Idg	4015
122°	TDZE	2385
	Apt Elev	2432

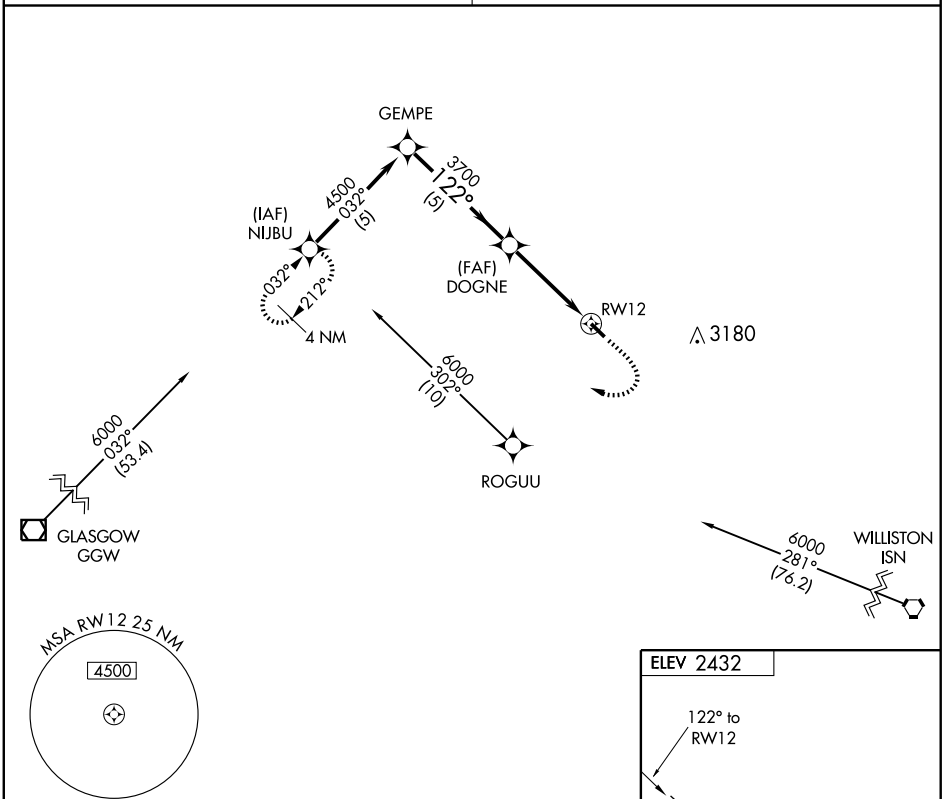
RNAV (GPS) RWY 12

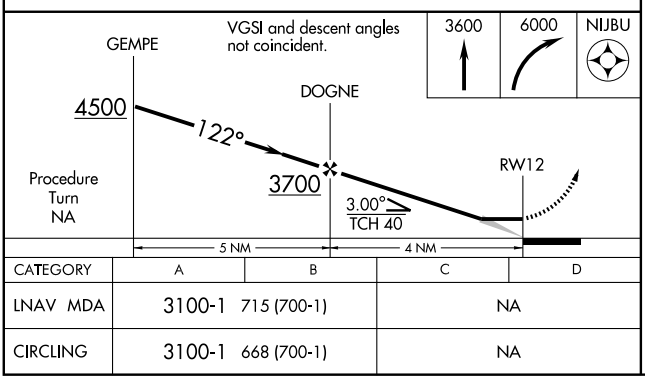
SCOBEY (9S2)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Use Wolf Point altimeter setting; when not received procedure not authorized.

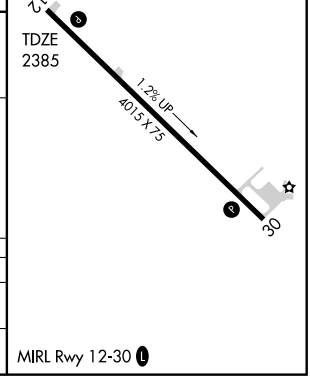
MISSED APPROACH: Climb to 3600 then climbing right turn to 6000 direct NIJBU WP and hold.

SALT LAKE CITY CENTER	UNICOM
126.85 305.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3100-1 715 (700-1)		NA	
CIRCLING	3100-1 668 (700-1)		NA	



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

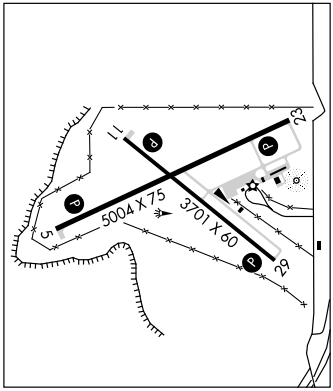
SCOBEY BORDER STATION (EAST POPLAR INTL) (8U3) 13 N UTC−7(−6DT) **BILLINGS**
N49°00.00′ W105°24.03′
2501 LRA NOTAM FILE GTF
RWY 07–25: 3330X75 (TURF)
RWY 07: Pole.
AIRPORT REMARKS: Unattended. May have live stock on and in vicinity of arpt. No snow removal. Rwy 07–25 soft when wet. Rwy 07–25 marked with cones full length. Rwy 07–25 surface rolling with gopher holes.
COMMUNICATIONS: CTAF 122.9

SEELEY LAKE

LINDEY'S LANDING WEST SPB (M35) 1 NW UTC−8(−7DT) N47°10.46′ W113°28.80′ **GREAT FALLS**
3993 **FUEL** MOGAS NOTAM FILE GTF
WATERWAY 12–30: 14000X1000 (WATER)
SEAPLANE REMARKS: Attended continuously.
COMMUNICATIONS: CTAF 122.9

SEELEY LAKE (23S) 2 E UTC−7(−6DT) N47°10.75′ W113°26.72′ **GREAT FALLS**
4235 B NOTAM FILE GTF
RWY 16–34: 4575X75 (TURF)
RWY 16: Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. Ultralights on and invof arpt. Tkfs to north not recommended due to rising terrain. Rwy 16–34 very soft and muddy when wet. Rwy 16–34 cones with reflectors along full length of rwy except during winter months. Snow removal intermittent, call arpt manager for current conditions 406–444–2506. ACTIVATE rotating bcn—CTAF.
COMMUNICATIONS: CTAF 122.9

SHELBY (SBX) 2 N UTC−7(−6DT) N48°32.44′ W111°52.27′ **GREAT FALLS**
3443 B S4 **FUEL** 100, JET A NOTAM FILE GTF **H–1D, L–13C**
RWY 05–23: H5004X75 (ASPH–PFC) S–12.5 MIRL 0.6% up NE **IAP**
RWY 05: PAPI(P2L)—GA 3.0° TCH 29′.
RWY 23: PAPI(P2L)—GA 3.0° TCH 32′. Road.
RWY 11–29: H3701X60 (ASPH–PFC) S–12.5 MIRL 0.3% up SE
RWY 11: PAPI(P2L)—GA 3.0° TCH 31′.
RWY 29: PAPI(P2L)—GA 3.0° TCH 38′. Light pole.
AIRPORT REMARKS: Attended 1500–0100Z‡. For fuel after hours call 406–450–2461 or 406–450–2463. Self svc credit card for 100LL and Jet A. Fuel truck avbl for Jet A. Deer on and invof arpt. Twys marked with reflectors. ACTIVATE MIRL Rwy 05–23; Rwy 11–29; PAPI Rwy 05, Rwy 23, Rwy 11 and Rwy 29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
CUT BANK RCO 122.2 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CTB.
CUT BANK (L) VORTACW 114.4 CTB Chan 91 N48°33.90′ W112°20.60′ 077° 18.9 NM to fld. 3780/17E.
NDB (MHW) 347 SBX N48°32.46′ W111°51.75′ at fld. NOTAM FILE GTF.



SHER–WOOD (See PLENTYWOOD)

NDB SBX 347	APP CRS 213°	Rwy Idg 5004 TDZE 3443 Apt Elev 3443

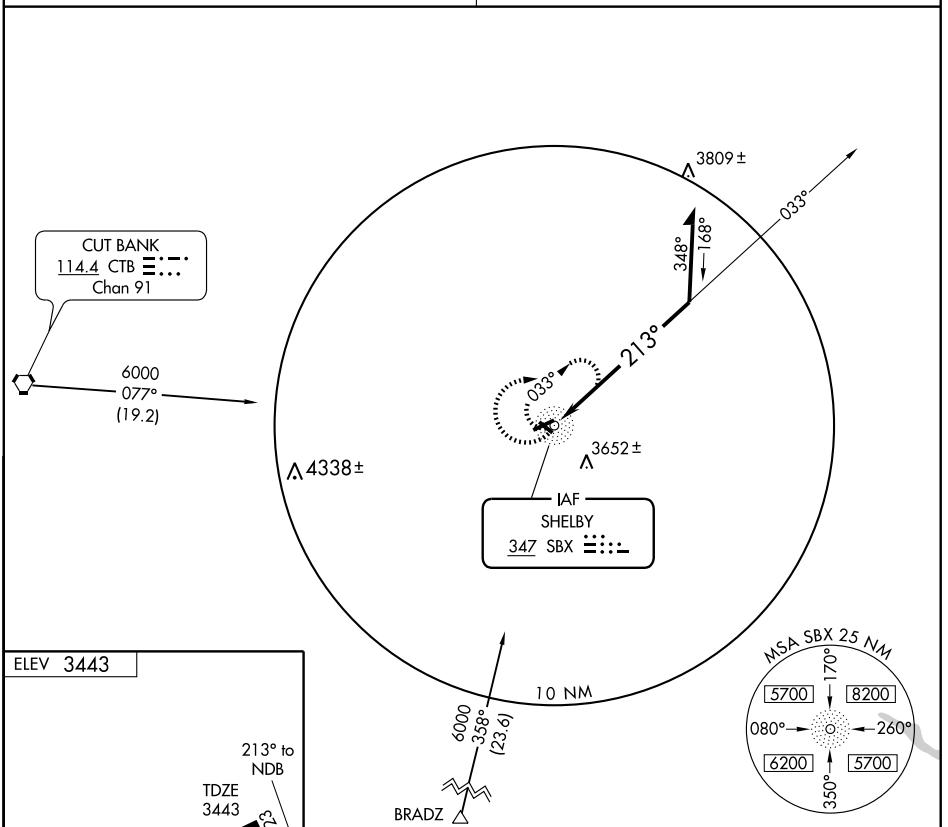
NDB RWY 23

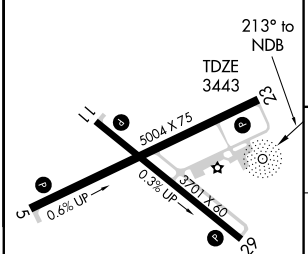
SHELBY (SBX)

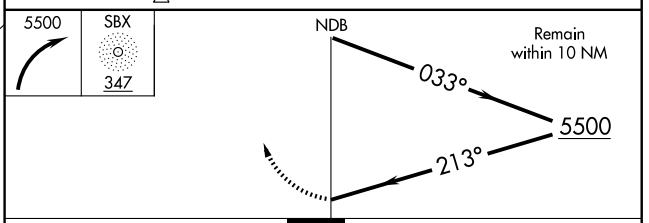
Visibility reduction by helicopters NA.
Use Cut Bank altimeter setting, if not received, use Great Falls altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 5500 in SBX NDB holding pattern.

SALT LAKE CITY CENTER	UNICOM
133.4 285.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	4240-1 797 (800-1)	4240-1¼ 797 (800-1¼)	4240-2¼ 797 (800-2¼)	NA
CIRCLING	4240-1 797 (800-1)	4240-1¼ 797 (800-1¼)	4240-2¼ 797 (800-2¼)	NA

MIRL Rwys 5-23 and 11-29 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5004
230°	TDZE	3443
	Apt Elev	3443

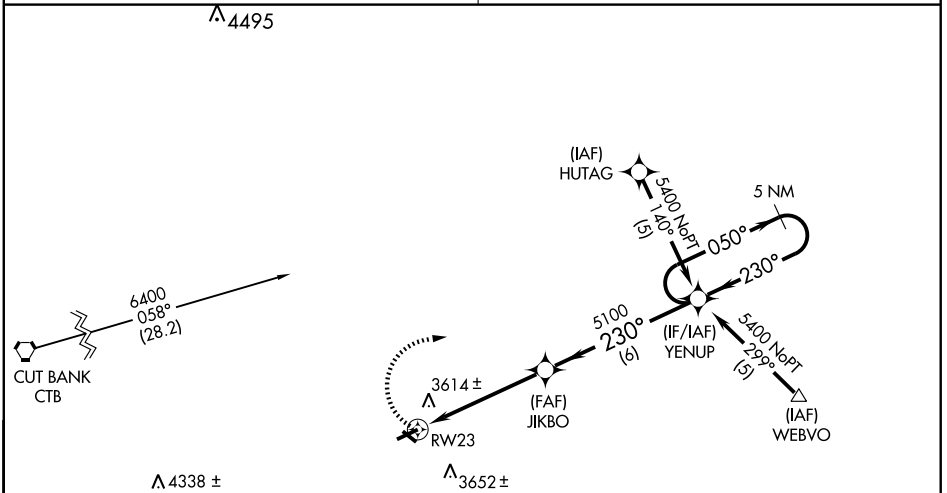
RNAV (GPS) RWY 23

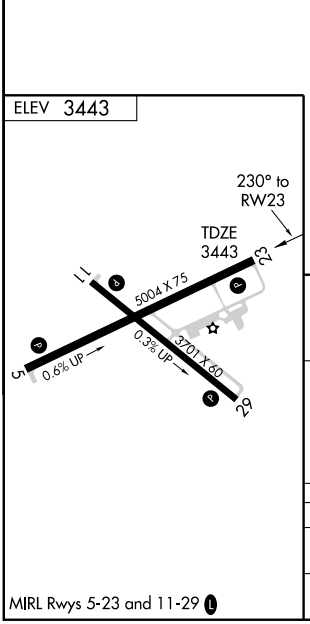
SHELBY (SBX)

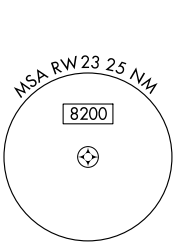
DME/DME RNP- 0.3 NA.
Circling NA at night.
NA Visibility reduction by helicopters NA.
Use Cut Bank altimeter setting, if not received, use Great Falls altimeter setting and increase all MDAs 120 feet.

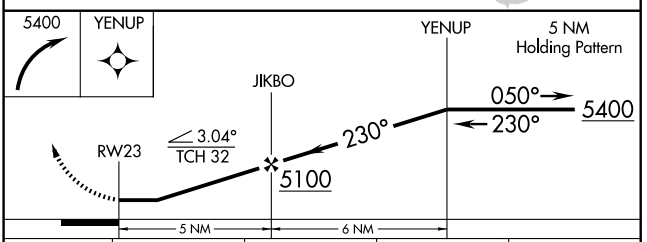
MISSED APPROACH: Climbing right turn to 5400 direct YENUP and hold.

SALT LAKE CITY CENTER	UNICOM
133.4 285.4	122.8 (CTAF) L







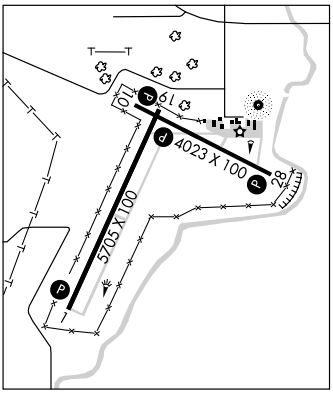


CATEGORY	A	B	C	D
LNAV MDA	4060-1	617 (700-1)	4060-1¾ 617 (700-1¾)	NA
CIRCLING	4120-1	677 (700-1)	4120-2 677 (700-2)	NA

MIRL Rwys 5-23 and 11-29 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

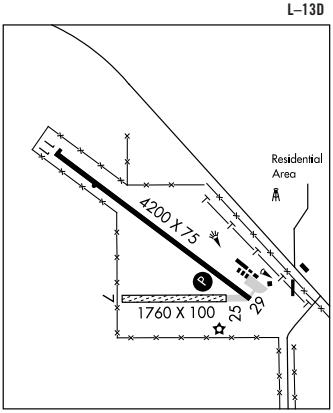
SIDNEY–RICHLAND MUNI (SDY) 1 W UTC−7(−6DT) N47°42.41′ W104°11.55′ **BILLINGS**
1985 B S4 **FUEL** 100LL, JET A OX 3 Class III, ARFF Index A NOTAM FILE SDY **H–1E, 2G, L–13E**
RWY 01–19: H5705X100 (ASPH–GRVD) S–40, D–55, 2D–85 MIRL **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 33′.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 41′. Tree. Rgt tfc.
RWY 10–28: H4023X100 (ASPH–GRVD) S–12, D–18
MIRL 0.4% up NW
RWY 10: REIL. PAPI (P2L)—GA 3.0 TCH 40′. Pole. Rgt tfc.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–5705 TODA–5705 ASDA–5705 LDA–5705
RWY 10: TORA–4022 TODA–4022 ASDA–4022 LDA–4022
RWY 19: TORA–5705 TODA–5705 ASDA–5705 LDA–5705
AIRPORT REMARKS: Attended 1200–0500Z‡. On call 24 hrs a day. For arpt conditions, ctc arpt management 406–433–2415. ACTIVATE MIRL Rwy 01–19 and Rwy 10–28, REIL Rwy 01, Rwy 19, Rwy 10 and Rwy 28; PAPI Rwy 01, Rwy 19, Rwy 10, and Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (406) 482–7323.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 123.65 (GREAT FALLS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 197° 37.3 NM to fld. 2372/12E.
HIWAS.
NDB (HW) 359 SDY N47°42.69′ W104°10.91′ at fld. NOTAM FILE SDY.



SMITH LAKE N48°06.50′ W114°27.68′. NOTAM FILE FCA. **GREAT FALLS**
NDB (MHW) 515 SAK 019° 14.7 NM to Glacier Park Intl. **L–13B**

SPOTTED BEAR (USFS) (8U4) 3 NW UTC−7(−6DT) N47°57.50′ W113°33.56′ **GREAT FALLS**
3670 NOTAM FILE GTF
RWY 14–32: 3800X78 (TURF)
RWY 14: Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Unattended. Rwy 14–32 north quarter of strip has a slight dog–leg, dog leg begins 1100′ from north end. Rwy 32 NSTD markings first 2400′ marked with cones spaced 200′ apart including dogleg.
COMMUNICATIONS: CTAF 122.9

STANFORD (S64) 1 S UTC−7(−6DT) N47°08.81′ W110°13.80′ **GREAT FALLS**
4327 B **FUEL** 100LL, MOGAS NOTAM FILE GTF **L–13D**
RWY 11–29: H4200X75 (ASPH) S–12 MIRL
RWY 11: Fence. **RWY 29:** PAPI(P2L)–GA 3.0° TCH 30′. Road.
RWY 07–25: 1760X100 (TURF–GRVL)
RWY 07: Fence. **RWY 25:** P–line.
AIRPORT REMARKS: Attended irregularly. Mogas available from station attendant across from hangars. First 200′ of Rwy 25 gravel with tall grass/weed growing through. First 500′ Rwy 07 very rough; multiple gopher holes. ACTIVATE MIRL Rwy 11–29 and PAPI Rwy 29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.
LEWISTOWN (H) VORW/DME 112.0 LWT Chan 57 N47°03.18′ W109°36.37′ 268° 26.2 NM to fld. 4133/15E.



STARR–BROWNING AIRSTRIP (See BROWNING)

NDB SDY 359	APP CRS 028°	Rwy Idg 5705 TDZE 1985 Apt Elev 1985

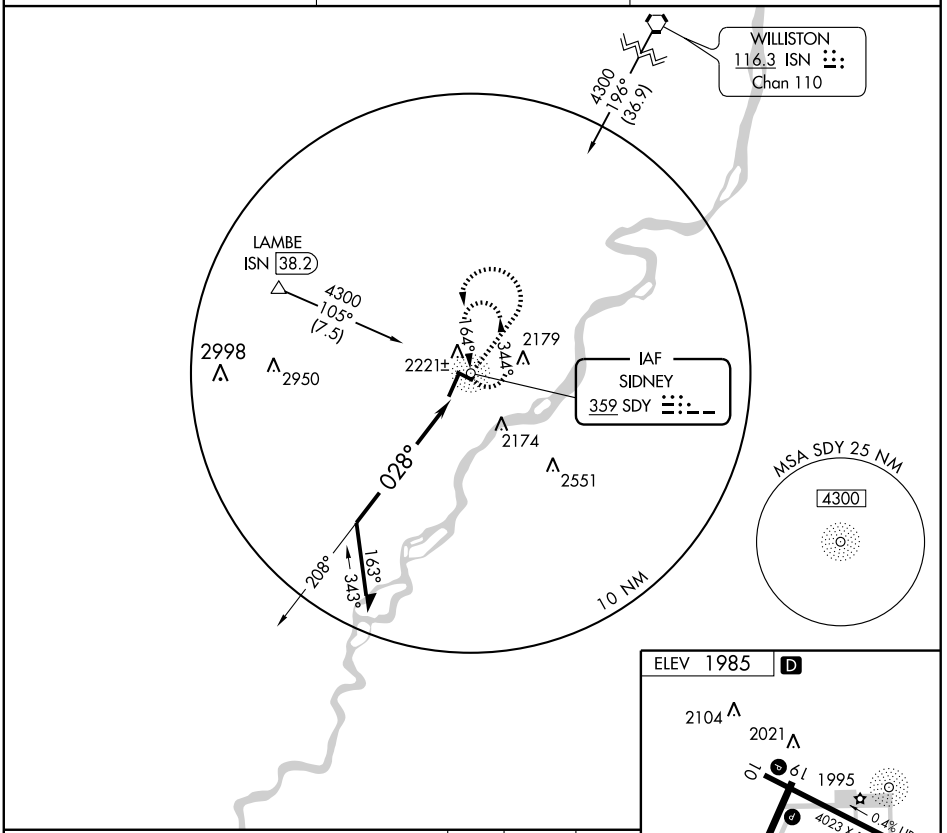
NDB RWY 1

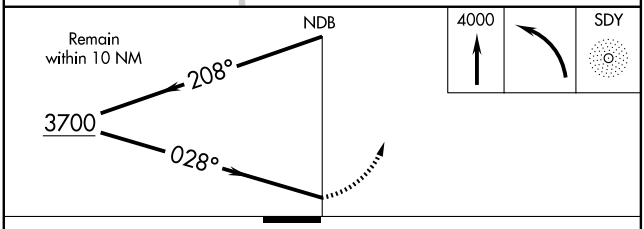
SIDNEY-RICHLAND MUNI (SDY)

When local altimeter setting not received, use Williston altimeter setting: increase all MDAs 100 feet and visibility Cats A, B and D ¼ mile, Cat C ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 then left turn direct SDY NDB and hold.

AWOS-3	GREAT FALLS RADIO	UNICOM
119.275	123.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-1	2860-1 875 (900-1)	2860-1¼ 875 (900-1¼)	2860-2½ 875 (900-2½)	2860-2¾ 875 (900-2¾)
CIRCLING	2860-1 875 (900-1)	2860-1¼ 875 (900-1¼)	2860-2½ 875 (900-2½)	2860-2¾ 875 (900-2¾)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NDB SDY 359	APP CRS 165°	Rwy Idg 5705 TDZE 1981 Apt Elev 1985

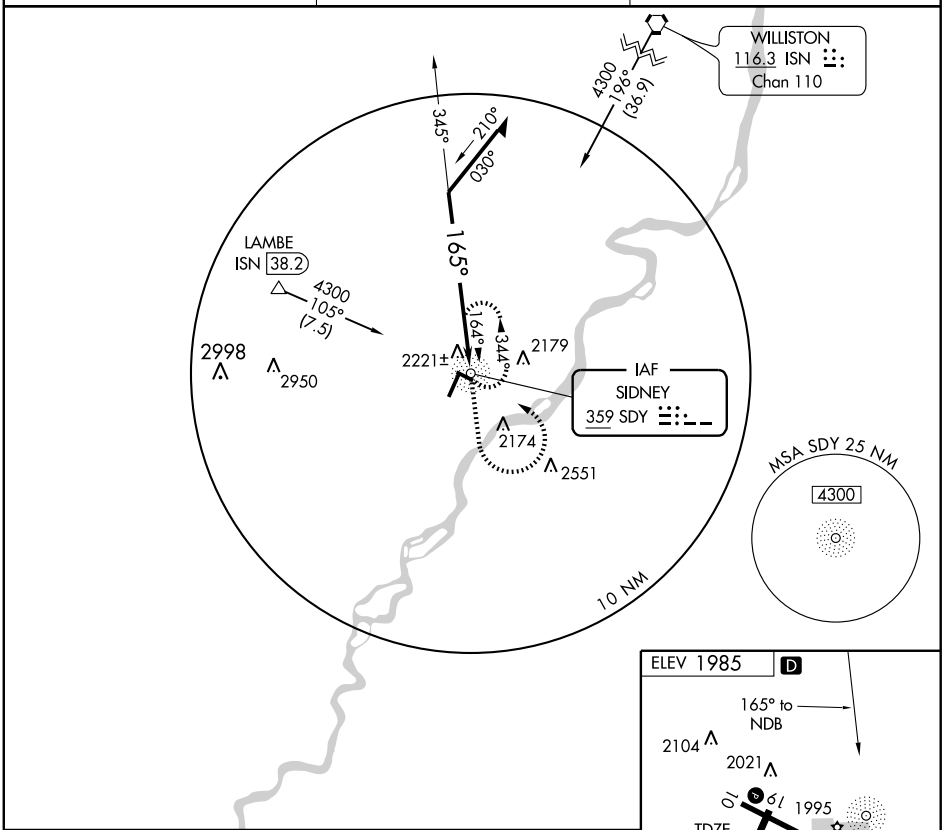
NDB RWY 19

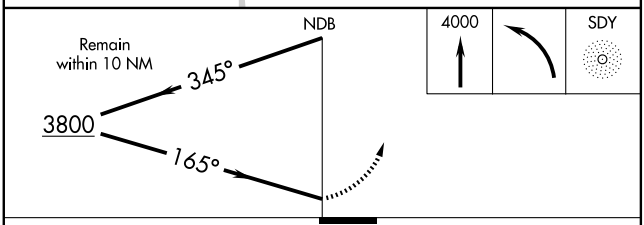
SIDNEY-RICHLAND MUNI (SDY)

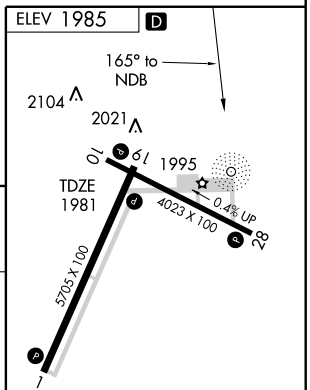
When local altimeter setting not received, use Williston altimeter setting: increase all MDAs 100 feet and visibility Cats B and C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 then left turn direct SDY NDB and hold.

AWOS-3	GREAT FALLS RADIO	UNICOM
119.275	123.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	2920-1¼	939 (1000-1¼)	2920-2¾ 939 (1000-2¾)	2920-3 939 (1000-3)
CIRCLING	2920-1¼	935 (1000-1¼)	2920-2¾ 935 (1000-2¾)	2920-3 935 (1000-3)

REIL Rwys 1,19, 10, and 28 L
MIRL Rwys 1-19 and 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 62918 W01A	APP CRS 015°	Rwy Idg 5705 TDZE 1985 Apt Elev 1985

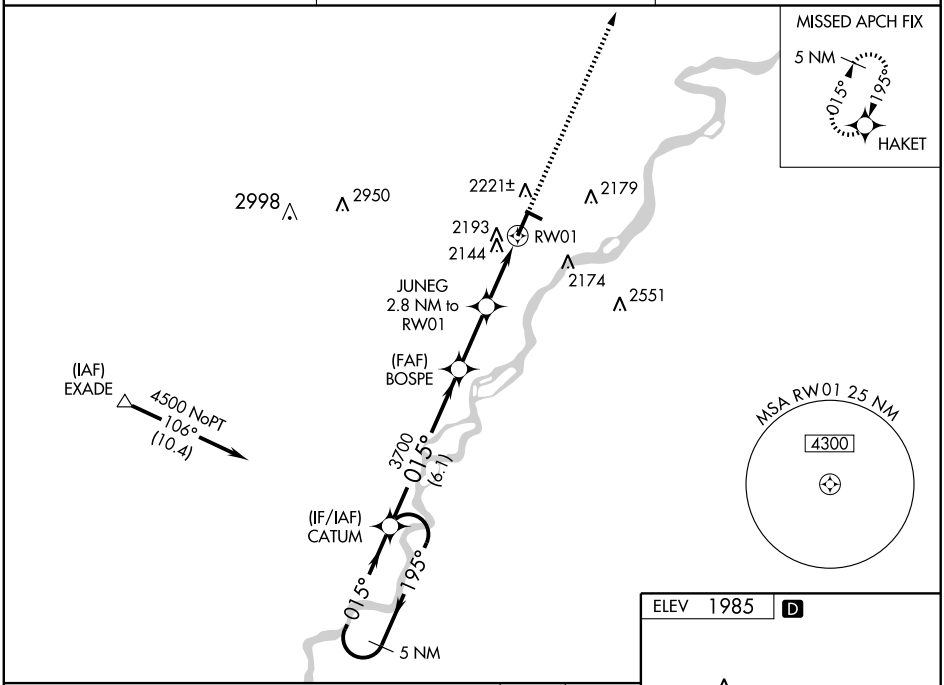
RNAV (GPS) RWY 1

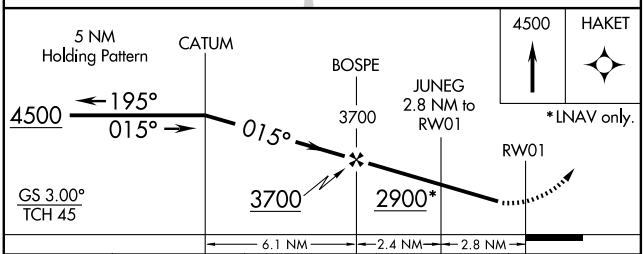
SIDNEY-RICHLAND MUNI (SDY)

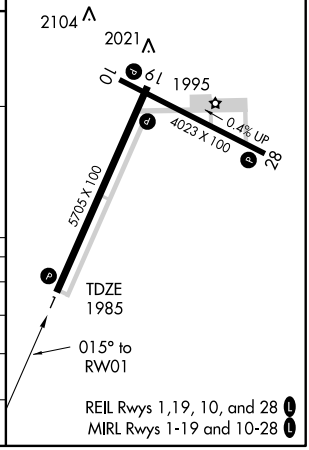
Baro-VNAV NA when using Williston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Williston altimeter setting and increase all DA 84 feet and MDA 100 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct HAKET and hold.

AWOS-3	GREAT FALLS RADIO	UNICOM
119.275	123.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2235-1 250 (300-1)			
LNAV/VNAV DA	2541-2 556 (600-2)			
LNAV MDA	2480-1 495 (500-1)		2480-1¼ 495 (500-1¼)	2480-1½ 495 (500-1½)
CIRCLING	2540-1 555 (600-1)	2560-1 575 (600-1)	2580-1½ 595 (600-1½)	2680-2 ¼ 695 (700-2¼)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5705
CH 86818	195°	TDZE	1981
W19A		Apt Elev	1985

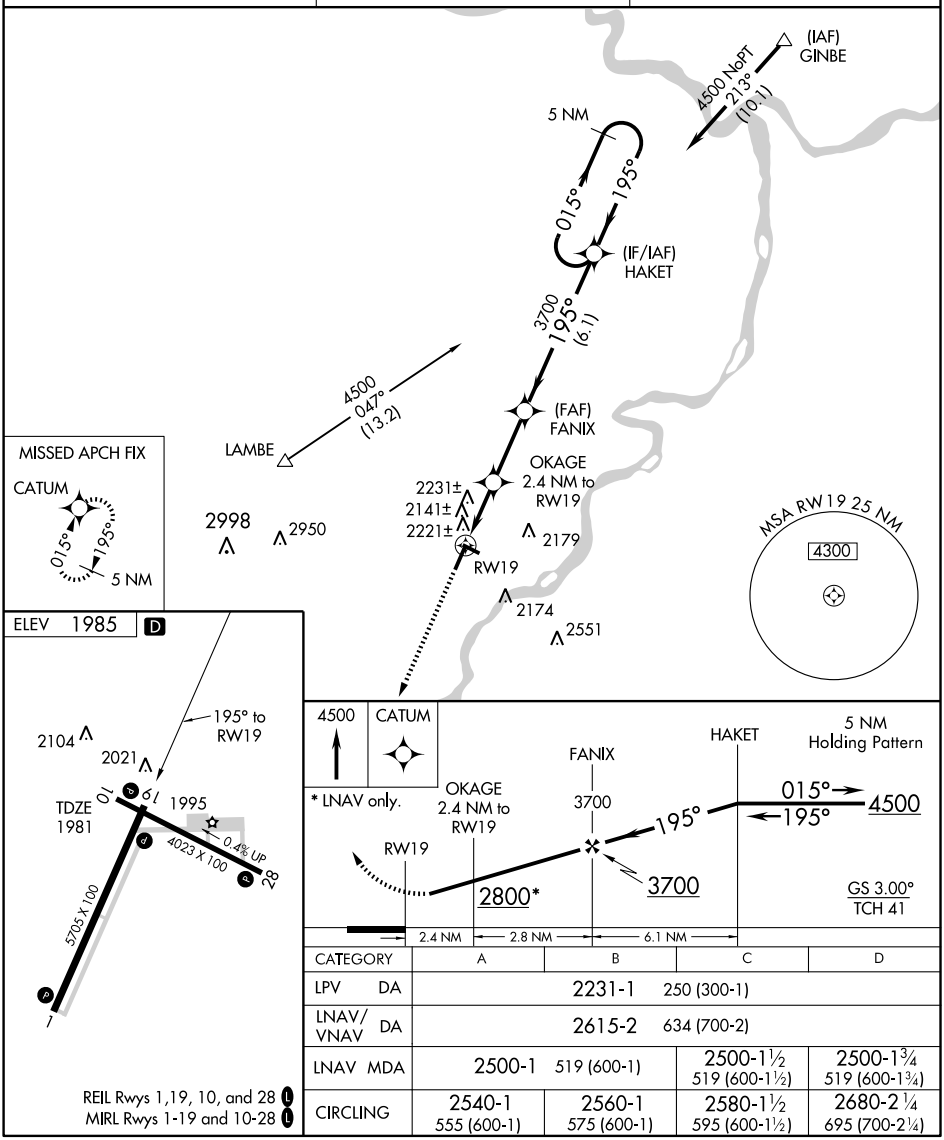
RNAV (GPS) RWY 19

SIDNEY-RICHLAND MUNI (SDY)

Baro-VNAV NA when using Williston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Williston altimeter setting and increase all DA 84 feet and MDA 100 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct CATUM and hold.

AWOS-3	GREAT FALLS RADIO	UNICOM
119.275	123.65	122.8 (CTAF) L

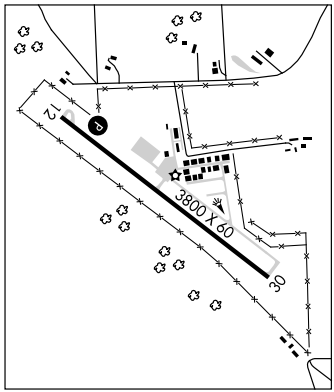


CATEGORY	A	B	C	D
LPV DA	2231-1 250 (300-1)			
LNAV/VNAV DA	2615-2 634 (700-2)			
LNAV MDA	2500-1 519 (600-1)		2500-1½ 519 (600-1½)	2500-1¾ 519 (600-1¾)
CIRCLING	2540-1 555 (600-1)	2560-1 575 (600-1)	2580-1½ 595 (600-1½)	2680-2¼ 695 (700-2¼)

REIL Rwys 1,19, 10, and 28 L
MIRL Rwys 1-19 and 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

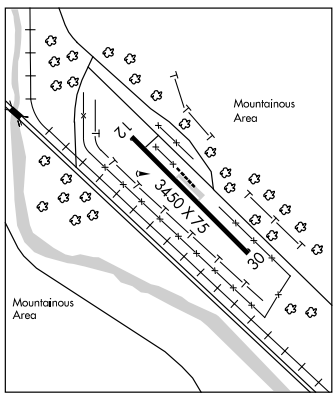
STEVENSVILLE (32S) 2 NE UTC−7(−6DT) N46°31.51′ W114°03.17′ **GREAT FALLS**
3610 B S4 **FUEL** 100LL OX 4 NOTAM FILE GTF **L–13C**
RWY 12–30: H3800X60 (ASPH–PFC) S–12.5 MIRL 2.0% up SE **IAP**
RWY 12: PAPI(P2L)—GA 3.0° TCH 37′. **RWY 30:** Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Fuel sold 24 hr by credit card self svc. Snow removal intermittent. ACTIVATE MIRL Rwy 12–30 and PAPI Rwy 12—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SPOKANE APP/DEP CON 124.9 (1400–0620Z‡)
SALT LAKE CENTER APP/DEP CON 133.4 (0620–1400Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.
MISSOULA (L) VORW/DME 112.8 MSO Chan 75 N46°54.48′ W114°05.02′ 160° 23 NM to fld. 3202/17E.



SUNBURST (8U5) 1 NW UTC−7(−6DT) N48°53.20′ W111°55.30′ **GREAT FALLS**
3401 NOTAM FILE GTF
RWY 05–23: 2700X140 (TURF)
RWY 05: Fence. **RWY 23:** Trees. Rgt tfc.
RWY 18–36: 1470X100 (TURF)
RWY 18: Fence.
AIRPORT REMARKS: Unattended. Rwy 05–23 and Rwy 18–36 rough with large gopher holes. Rwy 05–23 has red and black panel markers full length of rwy and thlds. Rwy 18–36 has red and black panel markers full length of rwy and thlds. Rwy 05 NSTD markings.
COMMUNICATIONS: CTAF 122.9

SUPERIOR

MINERAL CO (9S4) 2 SE UTC−7(−6DT) N47°10.10′ W114°51.22′ **GREAT FALLS**
2787 NOTAM FILE GTF **L–13B**
RWY 12–30: H3450X75 (ASPH–PFC) S–12
RWY 12: Tree. **RWY 30:** Trees.
AIRPORT REMARKS: Unattended. Mountainous terrain surrounding arpt.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.
MISSOULA (L) VORW/DME 112.8 MSO Chan 75 N46°54.48′ W114°05.02′ 280° 35.3 NM to fld. 3202/17E.



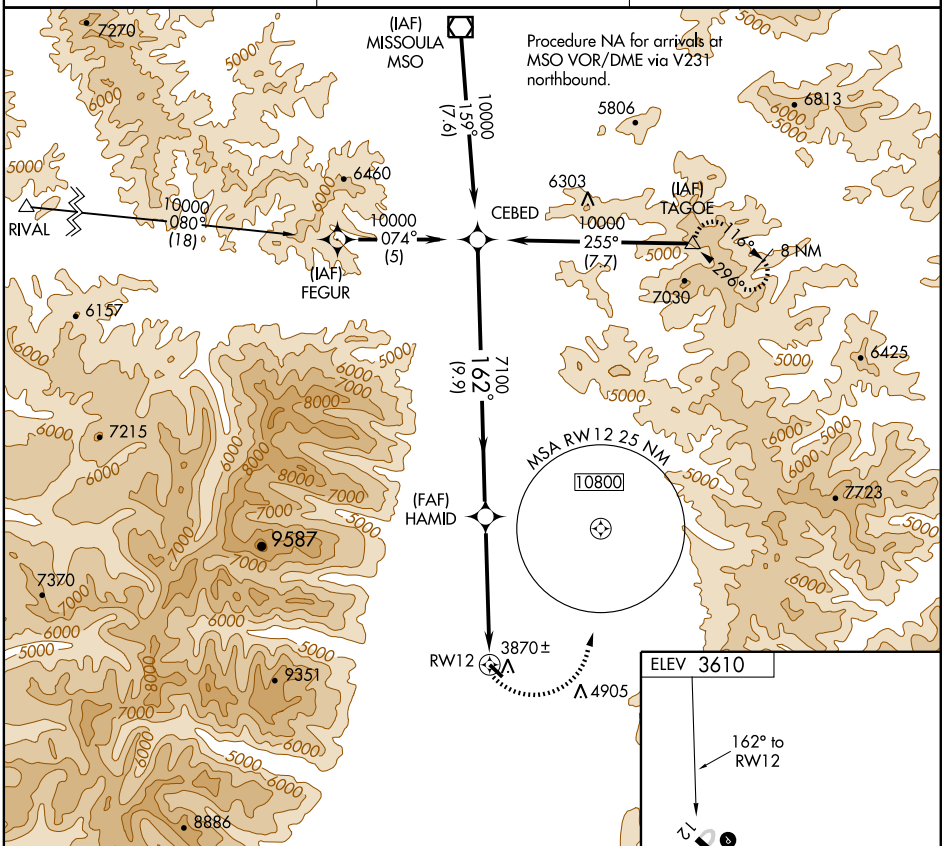
APP CRS	Rwy Idg	N/A
162°	TDZE	N/A
	Apt Elev	3610

RNAV (GPS)-A
STEVENSVILLE (32S)

DME/DME RNP- 0.3 NA.
Use Missoula Intl altimeter setting.
Circling NA at night to Rwy 30.

MISSED APPROACH: Climbing left turn to 13000 direct TAGOE WP and hold.

MISSOULA ASOS	SPOKANE APP CON ★	UNICOM
126.65	124.9 298.95	122.8 (CTAF) L



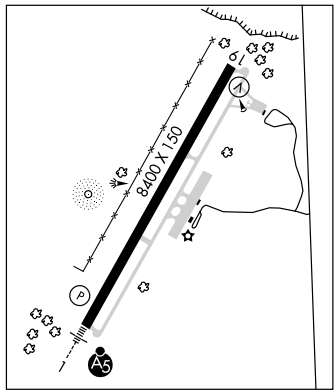
CATEGORY	A	B	C	D
CIRCLING	6400-1¼ 2790 (2800-1¼)	6400-1½ 2790 (2800-1½)	NA	

MIRL Rwy 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WEST YELLOWSTONE

YELLOWSTONE (WYS) 1 N UTC−7(−6DT) N44°41.30′ W111°07.06′ GREAT FALLS
6649 B **FUEL** 100LL, JET A1+ Class II, ARFF Index A NOTAM FILE WYS H–1D, L–13C
RWY 01–19: H8400X150 (ASPH–GRVD) S–90, D–150, 2S–175, 2D–280 HIRL IAP
RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 53′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–8399 TODA–8399 ASDA–8399 LDA–8399
RWY 19: TORA–8399 TODA–8399 ASDA–8399 LDA–8399



AIRPORT REMARKS: Attended Jun–Sep 1330–0600Z‡. For fuel during off season hrs, call 406–646–7359. Arpt CLOSED from December 1 through May 31 except with PPR. Call 406–444–2506. Parachute Jumping. Heavy snowmobile use on and adjacent rwy winter months. PPR for air carrier ops with more than 30 passenger seats, call arpt manager 406–646–7631/9321. No snow removal. Arpt avbl and staffed Jun 1–Sept 30, ctc fixed base operator 406–646–7359 or owner 406–444–2506 for information other times. MALSR, REIL, VASI and HIRL out of svc Oct 1–May 31. ACTIVATE HIRL Rwy 01–19 and MALSR Rwy 01—CTAF not available from Oct 1 thru May 31 annually. Ldg fee for acft over 11,000 lbs.
WEATHER DATA SOURCES: AWOS–3 118.1 (406) 646–7727, Plus precipitation.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 119.4 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 132.4
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33′ W112°12.56′ 037° 59.2 NM to fld. 4915/15E.
NDB (HW) 338 ESY N44°41.38′ W111°07.27′ at fld. Opr June–Sept. NOTAM FILE WYS. VFR only. Out of svc Oct 1 thru May 31.
TARGY NDB (HW/LOM) 415 LO N44°34.52′ W111°11.85′ 011° 7.6 NM to fld. NOTAM FILE WYS. Ops Jun–Sep annually.
ILS 110.7 I–LOW Rwy 01. Class IA. LOM TARGY NDB. ILS opr Jun–Sep. Localizer unusable inside threshold. LOC and glideslope unmonitored.

WHEATLAND CO AT HARLOWTON (See HARLOWTON)

WHETSTONE INTL (See PORT OF DEL BONITA)

WHITEFISH (58S) 1 E UTC−7(−6DT) N48°24.48′ W114°17.97′ GREAT FALLS
3066 TPA—4066(1000) NOTAM FILE GTF
RWY 11–29: 2560X75 (TURF)
RWY 11: Thld dsplcd 278′. Trees. **RWY 29:** Trees.
AIRPORT REMARKS: Unattended. Numerous gopher holes on arpt. No snow removal. Arpt CLOSED from Nov through May. Rwy 11–29 marked with white cones. Rwy 11 dsplcd thld marked with red cones. Rwy 11–29 trees, railroad and p–lines in transitional surface full rwy length on N side.
COMMUNICATIONS: CTAF 122.9

WHITEHALL N45°51.71′ W112°10.18′. NOTAM FILE BTM. GREAT FALLS
(H) VORW/DME 113.7 HIA Chan 84 274° 14.8 NM to Bert Mooney. 4652/18E. H–1D, L–13C
VOR and DME unusable:
105°–160° beyond 25 NM below 16,000′
210°–230° beyond 25 NM below 14,500′
275°–330° beyond 25 NM below 15,500′
355°–050° beyond 25 NM below 15,500′

LOC I-LOW	APP CRS	Rwy Idg	8399
110.7	010°	TDZE	6644
		Apt Elev	6644

ILS or LOC RWY 1

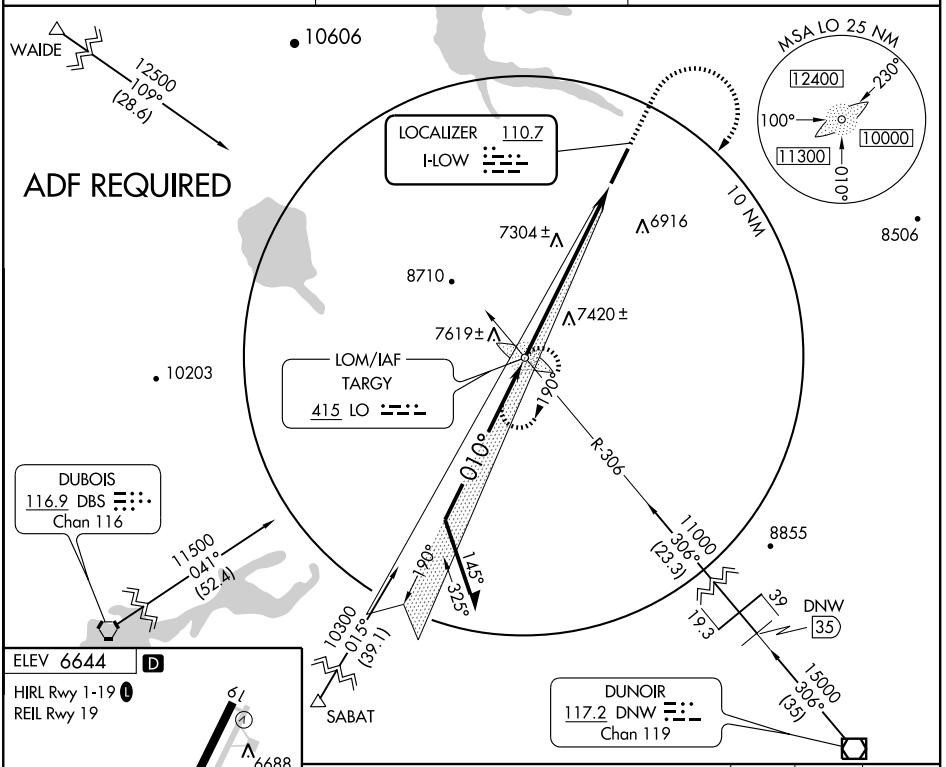
WEST YELLOWSTONE/YELLOWSTONE (WYS)

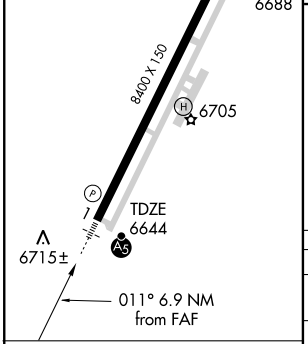
V NA — If local altimeter setting not received, procedure not authorized.

MALSR

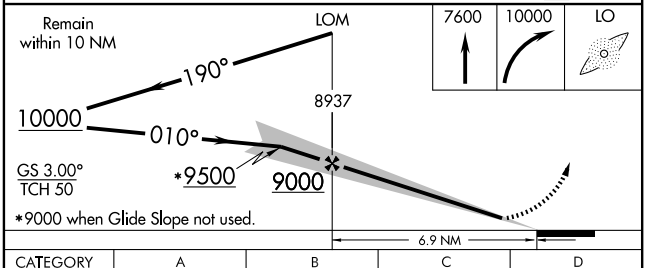
MISSED APPROACH: Climb to 7600, then climbing right turn to 10000 direct LO LOM and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.1	132.4 338.3	123.0 (CTAF) L





FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-ILS 1	6844-½ 200 (200-½)			
S-LOC 1	7720-¾ 1076 (1100-¾)	7720-1 1076 (1100-1)	7720-2½ 1076 (1100-2½)	
CIRCLING	7720-1¼ 1076 (1100-1¼)	7720-1½ 1076 (1100-1½)	7720-3 1076 (1100-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOM LO 415	APP CRS 011°	Rwy Idg 8399 TDZE 6644 Apt Elev 6644

NDB or GPS RWY 1

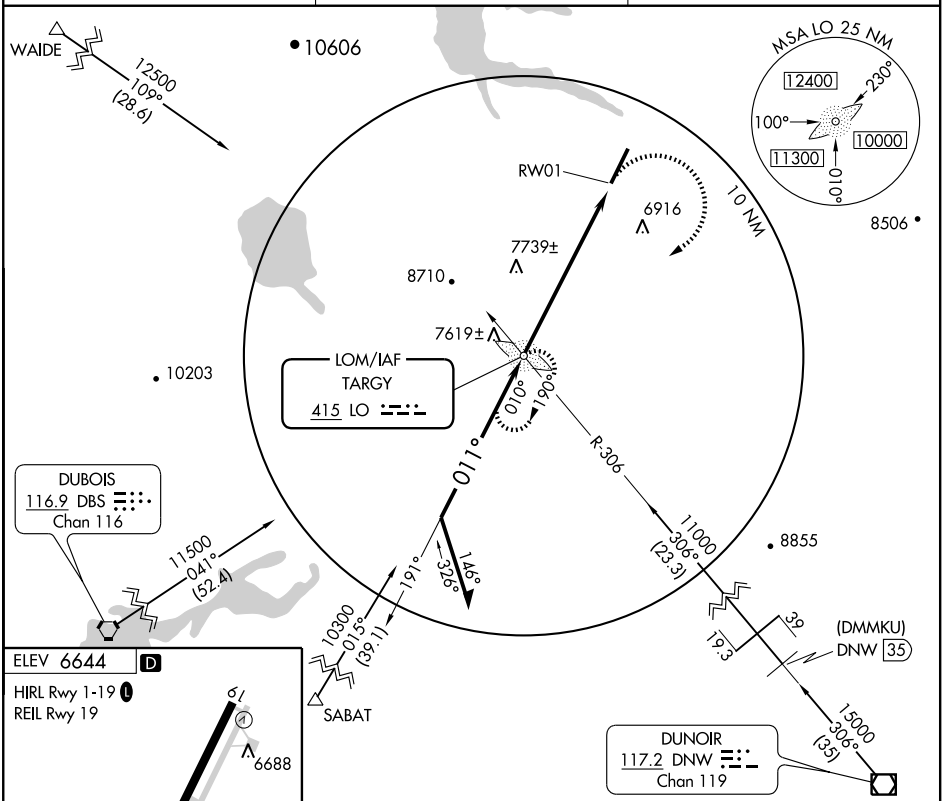
WEST YELLOWSTONE/YELLOWSTONE (WYS)

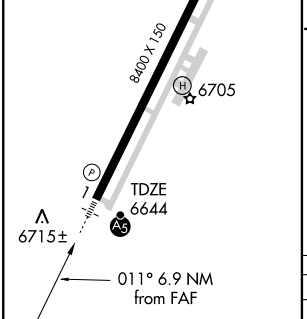
If local altimeter setting not received, procedure not authorized. Categories A and B, S-1 visibility increased ½ mile for inoperative MALSR.

MALSR

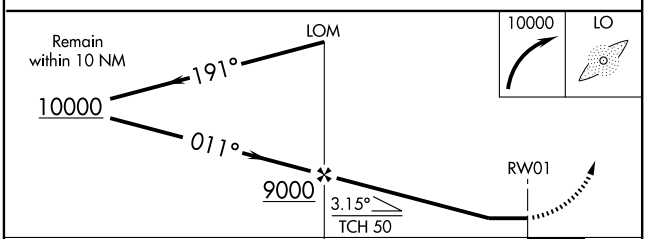
MISSED APPROACH: Climbing right turn to 10000 direct LO LOM and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.1	132.4 338.3	123.0 (CTAF)





FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-1	8000-¾ 1356 (1400-¾)	8000-1 1356 (1400-1)	8000-2½ 1356 (1400-2½)	8000-2¾ 1356 (1400-2¾)
CIRCLING	8000-1¼ 1356 (1400-1¼)	8000-1½ 1356 (1400-1½)	8000-3 1356 (1400-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WOLF POINT

L M CLAYTON (OLF) 3 E UTC−7(−6DT) N48°05.67′ W105°34.50′

BILLINGS
H–1E, 2G, L–13E
IAP

1986 B S4 **FUEL** 100LL, JET A TPA—2786(800) Class III, ARFF Index A
NOTAM FILE OLF

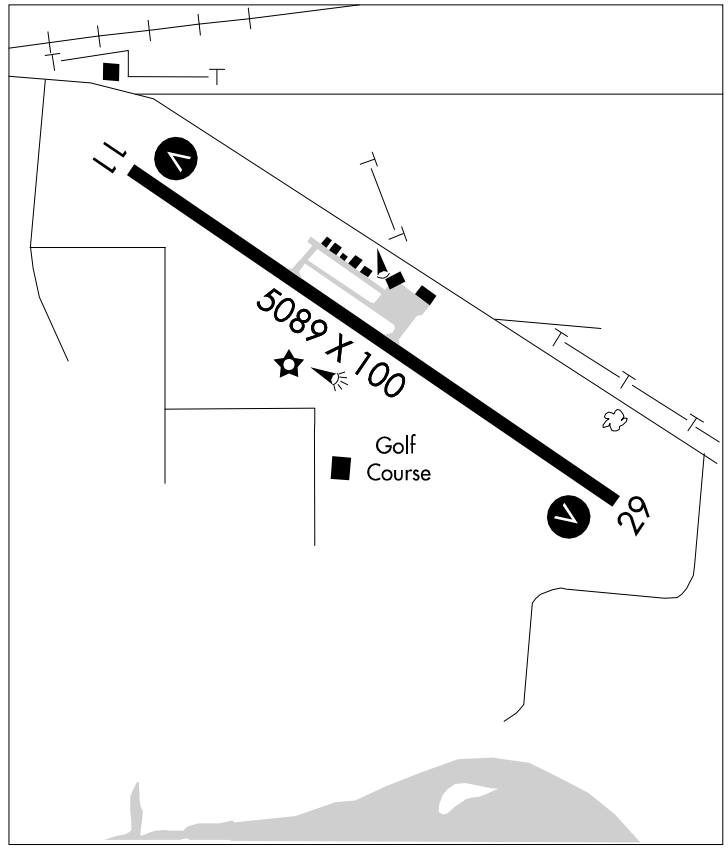
RWY 11–29: H5089X100 (ASPH–PFC) S–38, D–50 MIRL
RWY 11: REIL. VASI(V2L)–GA 3.0° TCH 25′. Road.
RWY 29: REIL. VASI(V2L)–GA 3.0° TCH 25′.

AIRPORT REMARKS: Attended Mon–Fri 1300–0230Z‡. For svc after normal business hours call Arpt manager 406–650–8303 or 406–650–8305. 24 hr self service credit card fuel facility. Afld sfc conditions not monitored 0530–1130Z‡. ACTIVATE MIRL Rwy 11–29, REIL Rwy 11 and Rwy 29, VASI Rwy 11 and Rwy 29—CTAF.

WEATHER DATA SOURCES: ASOS 118.325 (406) 653–3865.

COMMUNICATIONS: CTAF/UNICOM 122.8
WOLF POINT RCO 122.45 (GREAT FALLS RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′ 085° 42.8 NM to fld. 2280/14E.
WOLF POINT NDB (HW) 404 OLF N48°06.27′ W105°36.12′ 108° 1.2 NM to fld. NOTAM FILE OLF.



WOLTERMAN MEM (See COLUMBUS)

YELLOWSTONE (See WEST YELLOWSTONE)

NDB OLF 404	APP CRS 286°	Rwy Idg 5089 TDZE 1986 Apt Elev 1986

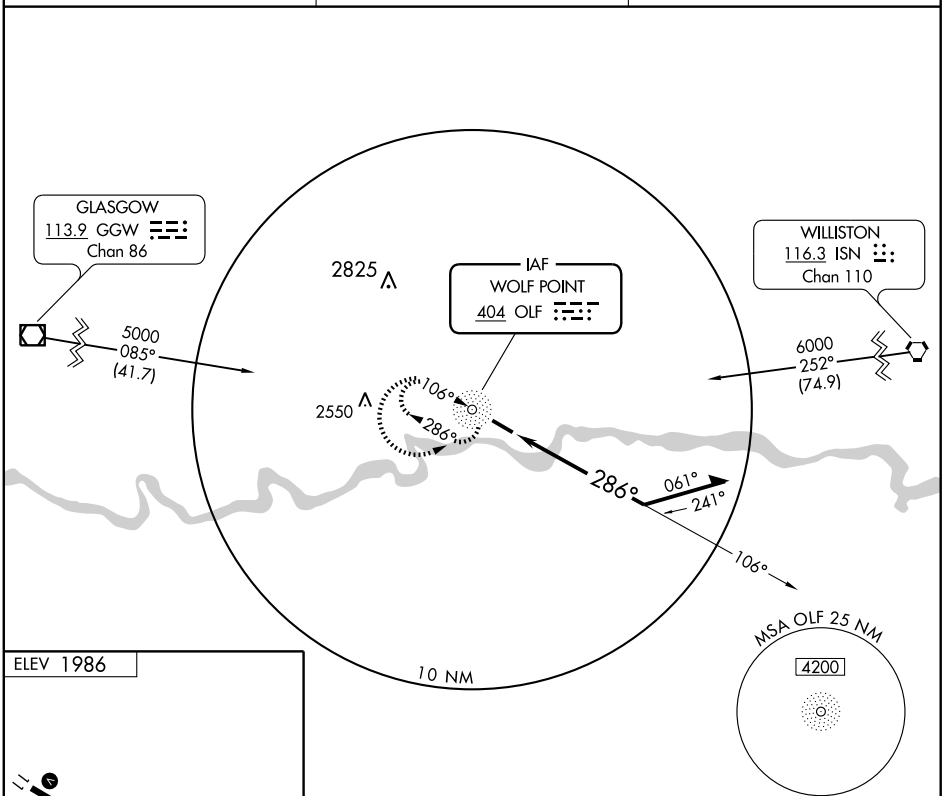
NDB RWY 29

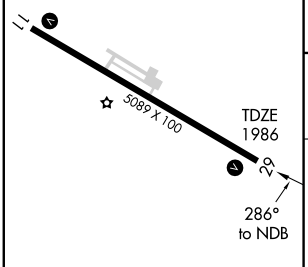
WOLF POINT/L. M. CLAYTON (OLF)

NA If local altimeter setting not received, used Wokal Field/Glasgow Intl altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 4000 direct OLF NDB continue climb-in-hold to 4000.

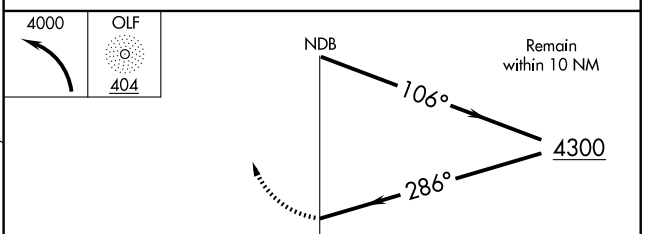
ASOS	SALT LAKE CENTER	UNICOM
118.325	126.85 305.2	122.8 (CTAF) L





MIRL Rwy 11-29 L
REIL Rwy 11-29 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-29	2820-1 834 (900-1)	2820-1¼ 834 (900-1¼)	2820-2½ 834 (900-2½)	2820-2¾ 834 (900-2¾)
CIRCLING	2820-1 834 (900-1)	2820-1¼ 834 (900-1¼)	2820-2½ 834 (900-2½)	2820-2¾ 834 (900-2¾)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5089
109°	TDZE	1986
	Apt Elev	1986

RNAV (GPS) RWY 11

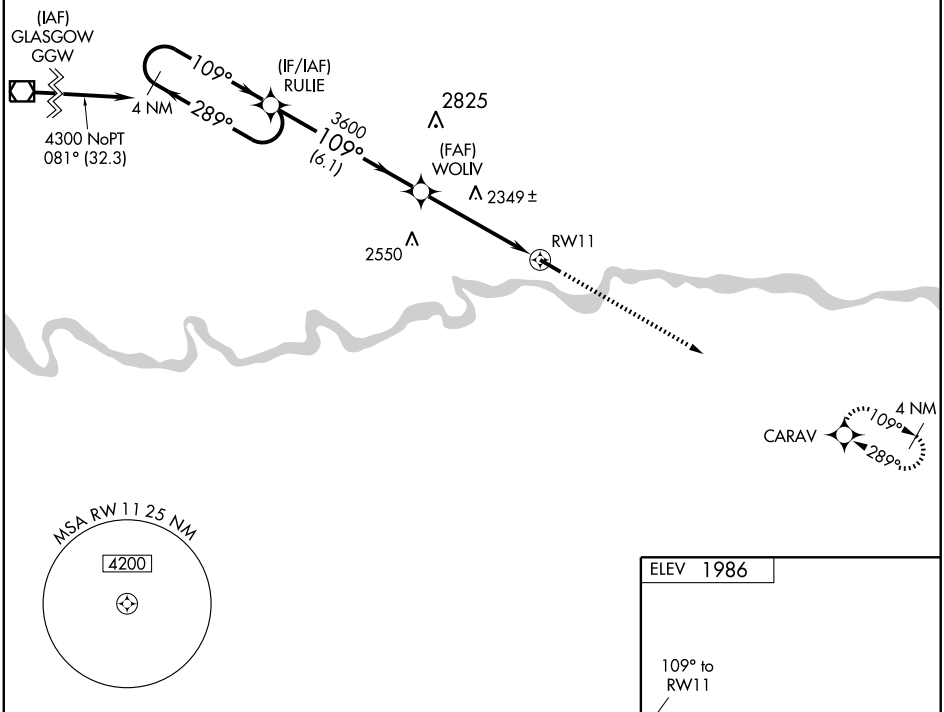
WOLF POINT/L. M. CLAYTON (OLF)

⚠ DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Wokal Field/Glasgow Intl altimeter setting and increase all MDAs 140 feet.
VDP NA when using Wokal Field/Glasgow Intl altimeter setting.
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 4000 direct CARAV and hold.

ASOS	SALT LAKE CENTER	UNICOM
118.325	126.85 305.2	122.8 (CTAF) L

Procedure NA for arrival at GGW VOR/DME via V430 westbound.



CATEGORY	A	B	C	D
LNAV MDA	2600-1	614 (700-1)	2600-1¾ 614 (700-1¾)	2600-2 614 (700-2)
CIRCLING	2600-1	614 (700-1)	2600-1¾ 614 (700-1¾)	2600-2 614 (700-2)

MIRL Rwy 11-29 L
REIL Rwy 11-29 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5089
289°	TDZE	1986
	Apt Elev	1986

RNAV (GPS) RWY 29

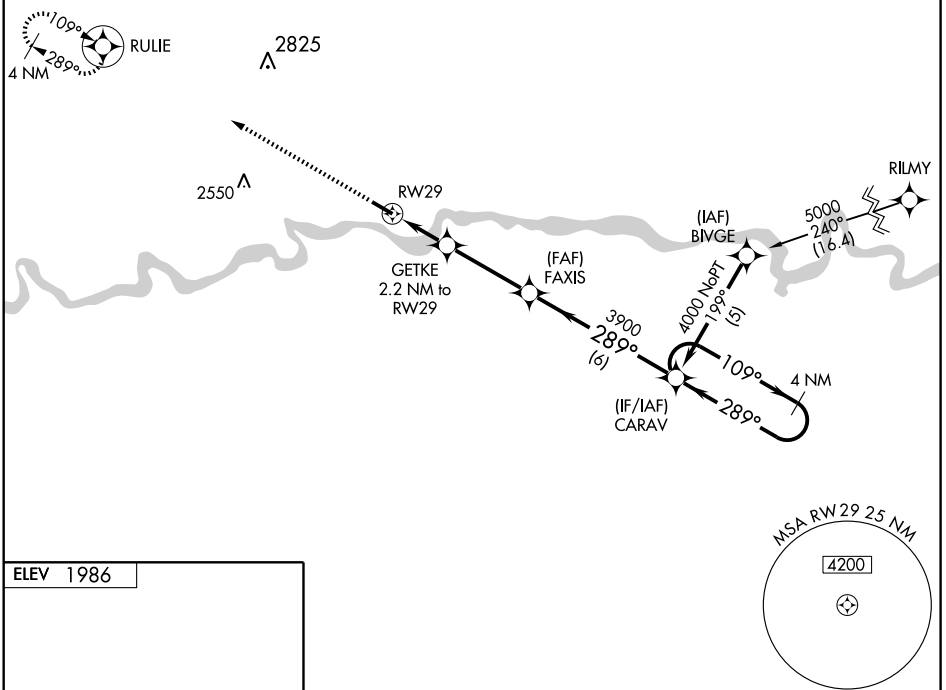
WOLF POINT/L. M. CLAYTON (OLF)

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Wokal Field/Glasgow Intl altimeter setting and increase all MDAs 160 feet.
VDP NA when using Wokal Field/Glasgow Intl altimeter setting.

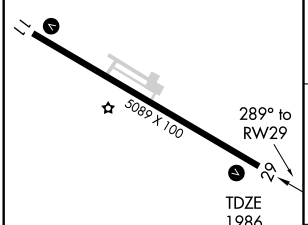
MISSED APPROACH: Climb to 4300 direct RULIE and hold.

ASOS	SALT LAKE CENTER	UNICOM
118.325	126.85 305.2	122.8 (CTAF) L

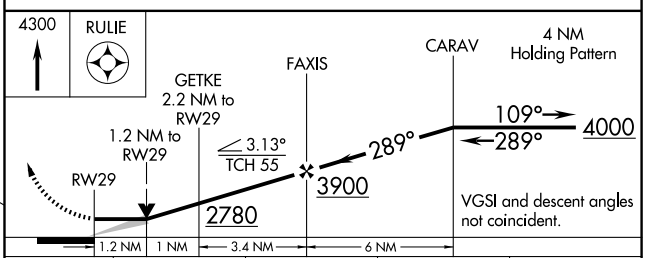
Procedure NA for arrival at RILMY via V430 eastbound.



ELEV 1986



MIRL Rwy 11-29 L
REIL Rwy 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	2380-1 394 (400-1)			2380-1¼ 394 (400-1¼)
CIRCLING	2540-1 554 (600-1)		2540-1½ 554 (600-1½)	2580-2 594 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBANY, OR

ALBANY MUNI ..... **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI ..... **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL ..... **RNAV (GPS) Rwy 26[12]**
VOR Rwy 8[3]
[1]NA when local weather not available.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[3]Category C, 800-2¼; Category D, 900-3.

AURORA, OR

AURORA STATE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[2]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BAKER, MT

BAKER MUNI ..... **NDB Rwy 13[1]**
NDB Rwy 31[2]
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI ..... **RNAV (GPS) Rwy 13[12]**
VOR-A[13]
VOR/DME Rwy 13[24]
[1]NA when local weather not available.
[2]Category D, 900-2¾.
[3]Categories A,B, 1900-2; Categories C,D, 1900-3.
[4]NA when control zone not in effect.

NAME — ALTERNATE MINIMUMS

BELLINGHAM, WA

BELLINGHAM INTL ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD ..... **VOR Rwy 31**
Category D, 800-2¼.

BILLINGS, MT

BILLINGS LOGAN INTL ..... **NDB Rwy 10L[1]**
RNAV (GPS) Rwy 10L[2]
RNAV (GPS) Rwy 28R[3]
[1]Category D, 800-2¼.
[2]Categories A,B,C,D, 800-2¼.
[3]Categories A,B, 900-2; Categories C,D, 900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN FIELD) ..... **LOC BC Rwy 28L**
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD ..... **RNAV (GPS)-A[1]**
VOR Rwy 12[2]
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19[1]
NA when local weather not available.
[1]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

BUFFALO, WY

JOHNSON COUNTY ..... **RNAV (GPS) Rwy 31**[1]
VOR/DME Rwy 31[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID

BURLEY MUNI ..... **VOR-A**
VOR/DME-B
NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL ..... **NDB Rwy 10**[1]
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.
[1]Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR

BURNS MUNI ..... **VOR Rwy 30**
Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT

BERT MOONEY ..... **ILS Y Rwy 15**[1]
LOC/DME Rwy 15[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Z Rwy 15,1200-2
VOR or GPS-B,1400-3
VOR/DME or GPS-A,3000-3
[1]Categories A, B, C, 1200-4.
[2]Categories A,B, 1300-2; Categories C,D, 1300-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID

CALDWELL INDUSTRIAL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CASPER, WY

CASPER/NATRONA COUNTY INTL ..... **ILS or LOC Rwy 3**
ILS, Categories A,B, 800-2; Category C 800-2½; Category D, 800-2¾; Category E, 900-3.
LOC, Category C, 800-2½; Category D, 800-2¾; Category E, 900-3.

NAME ALTERNATE MINIMUMS

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD ..... **ILS or LOC Rwy 27**[1]
NDB Rwy 27[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CODY, WY

YELLOWSTONE REGIONAL ..... **RNAV (GPS) Rwy 22**[1]
VOR or GPS-A[2]
[1]Category C, 800-2¼; Category D, 200-2¾.
[2]Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD .... **ILS or LOC/DME Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
VOR Rwy 5
VOR/DME Rwy 1
NA when local weather not available.

CORVALLIS, OR

CORVALLIS MUNI ..... **VOR-A**
Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA

DEER PARK ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

DILLON, MT

DILLON ..... **VOR or GPS-A,**1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ..... **VOR Rwy 29**
Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ..... **RNAV (GPS)-A**
Categories A, B, 1100-2.
NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ..... **RNAV (GPS) Rwy 25**[1]
RNAV (GPS) Rwy 29
VOR-B[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category A, 1500-2.

NAME ALTERNATE MINIMUMS

EPHRATA, WA
EPHRATA MUNI ..... **RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 21[2]
VOR/DME Rwy 3[1]
VOR Rwy 21[1]
NA when local weather not available.
[1]Category D, 1300-3.
[2]Category C, 800-2¼; Category D, 1300-3.

EUGENE, OR
MAHLON-SWEET
FIELD ..... **ILS or LOC/DME Z Rwy 16R**[1]
ILS or LOC Y Rwy 16R[1]
ILS or LOC/DME Rwy 16L[12]
RNAV (GPS) Rwy 34R[2]
VOR or GPS-A[3]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

EVANSTON, WY
EVANSTON-UINTA COUNTY
BURNS FIELD ..... **ILS or LOC/DME Rwy 23**
Categories C,D, 700-2.

EVERETT, WA
SNOHOMISH COUNTY(PAINE
FIELD) ..... **ILS or LOC/DME Rwy 16R**
NA when control tower closed.
NA when local weather not available.

FORT BENTON, MT
FORT BENTON ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

GILLETTE, WY
GILLETTE-CAMPBELL
COUNTY ..... **ILS or LOC Rwy 34**[12]
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[4]
VOR/DME Rwy 16[5]
VOR/DME Rwy 34[1]
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]NA when control tower closed.
[3]Categories A,B,C, 800-2¼; Category D, 1000-3.
[4]Categories A,B,C,D, 1200-4.
[5]Category C, 800-2¼; Category D, 1000-3.

GLASGOW, MT
WOKAL FIELD/
GLASGOW INTL ..... **VOR Rwy 12**
Categories A,B, 900-2; Categories C,D, 900-3.
VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT
DAWSON
COMMUNITY ..... **NDB or GPS Rwy 12,**900-2¾

GOODING, ID
GOODING MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

GRAY AAF (KGRF)
FORT LEWIS, WA ..... **NDB Rwy 15**
NDB Rwy 33
ILS or LOC Rwy 15
COPTER NDB Rwy 15
NA when control tower closed.

GREAT FALLS, MT
GREAT FALLS INTL ..... **NDB Rwy 34**
Category D, 800-2¼.

GREYBULL, WY
SOUTH BIG HORN COUNTY .... **RNAV (GPS)-A**
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 1200-3.

HAILEY, ID
FRIEDMAN
MEMORIAL ..... **RNAV (GPS) W Rwy 31**
Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT
HAVRE CITY-COUNTY ..... **VOR Rwy 26**
Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ..... **ILS or LOC Y Rwy 27[12]**
ILS or LOC Z Rwy 27[12]
LOC/DME BC-C[13]
NDB-D[14]
RNAV (GPS) Y Rwy 9[5]
RNAV (GPS) Rwy 23[6]
RNAV (GPS) X Rwy 27[5]
RNAV (RNP) Z Rwy 9[7]
RNAV (RNP) Y Rwy 27[7]
RNAV (RNP) Z Rwy 27[79]
VOR-A[8]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1600-2; Categories C, D, E, 1600-3.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.
[4]Category A, 1200-2.
[5]Categories A, B, 1600-2; Categories C, D, 1600-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[7]NA when local weather not available.
[8]Categories A, B, 2900-2; Categories C, D, 2900-3.
[9]1000-4.

HOQUIAM, WA

BOWERMAN ..... **RNAV (GPS) Rwy 24[1]**
VOR/DME Rwy 24[2]
VOR Rwy 6[1]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ..... **ILS or LOC Rwy 20[1]**
LOC BC Rwy 2[2]
RNAV (GPS) Rwy 20[3]
VOR Rwy 20[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]NA when local weather not available.

JACKSON, WY

JACKSON HOLE ..... **RNAV (GPS) X Rwy 1[1]**
RNAV (GPS) Y Rwy 19[1]
RNAV (RNP) Y Rwy 1, 10681200-4
VOR/DME Rwy 1[2]
VOR/DME Rwy 19[3]

[1]Categories A,B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B,1000-2; Categories C,D, 1000-3.
[3]Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS

JEROME, ID

JEROME COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27[1]
VOR/DME-A

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
OGILVIE FIELD ..... **RNAV (GPS) Y Rwy 9**
Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL ..... **ILS or LOC Rwy 2[1]**
RNAV (RNP) Y Rwy 2[2]
RNAV (RNP) Rwy 20, 800-2½[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.

KELSO, WA

SOUTHWEST
WASHINGTON RGNL ..... **RNAV (GPS) Rwy 12**
Categories A, B, 900-2.

KLAMATH FALLS, OR

KLAMATH FALLS .... **ILS or LOC/DME Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2¾; Category D, 1000-3. LOC, Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY ..... **VOR/DME-A**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY ..... **RNAV (GPS) Y Rwy 8**[1]
RNAV (GPS) Y Rwy 26[1]
RNAV (RNP) Rwy 30[2]
RNAV (RNP) Z Rwy 8[2]
RNAV (RNP) Z Rwy 12[2]
RNAV (RNP) Z Rwy 26[2]
VOR Rwy 8[3]
VOR Rwy 26[1]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI ..... **RNAV (GPS) Rwy 7**
VOR Rwy 7

Category D, 800-2¼.

LIVINGSTON, MT

MISSION FIELD ..... **VOR/DME-B**[1]
VOR-A[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

MC CALL MUNI ..... **RNAV (GPS) Rwy 16**[1]
RNAV (GPS) Y Rwy 34[2]
RNAV (GPS) Z Rwy 34[34]

[1]Category C, 900-2½.
[2]Categories A, B, 1600-2; Categories C, D, 1600-3.
[3]NA when local weather not available.
[4]Category C, 900-2½; Category D, 1000-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ..... **ILS or LOC Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.
Category D 800-2¼.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD ..... **ILS or LOC/DME Rwy 14**[12]
LOC/DME BC-B[23]
RNAV (GPS)-D[3]
RNAV (GPS) Rwy 14[4]
VOR-A[5]
VOR/DME-C[3]
VOR/DME Rwy 14[5]

[1]ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[2]NA when control tower closed.
[3]Categories A, B, 2300-2; Categories C, D, 2300-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 1400-2;Category C, D 1400-3.

MISSOULA, MT

MISSOULA INTL ..... **ILS Rwy 11**[1]
RNAV (GPS) Y Rwy 11[23]
RNAV (RNP) Z Rwy 11[2]**,**800-2½
VOR/DME or GPS-A,2000-3
VOR/DME or GPS-B,2000-3

[1]ILS, 1600-6. LOC,NA.
[2]NA when local weather not available.
[3]Categories A, B, 1900-2; Categories C, D, 1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... **ILS or LOC Rwy 32R**[1]
NDB Rwy 32R[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 14L[1]
RNAV (GPS) Rwy 22[1]
VOR Rwy 4[2]
VOR -1 Rwy 14L[2]
VOR -3 Rwy 14L[2]
VOR Rwy 22[2]
VOR Rwy 32R[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

NEWCASTLE, WY

MONDELL FIELD ..... **VOR or GPS Rwy 31**
NA except for operators with approved weather reporting service.
Categories A,B, 900-2;Categories C,D, 900-3.

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

NORTH BEND, OR

SOUTHWEST OREGON RGNL ..... **ILS or LOC Rwy 4[1]**
NDB Rwy 4[2]
RNAV (GPS) Y Rwy 4[2]
VOR-A[3]
VOR/DME-B[2]
VOR/DME Rwy 4[4]

[1]ILS, Categories A, B, 800-2; Category C, 900-2¼; Category D, 1100-3. LOC, Category C, 900-2¼; Category D,1100-3.
[2]Category C, 900-2¼; Category D, 1100-3.
[3]Categories A, B, 1200-2; Categories C, D, 1200-3.
[4]Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG ..... **RNAV (GPS) Rwy 7**

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ..... **ILS or LOC Rwy 17[123]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[24]
VOR/DME Rwy 35[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Category D, 800-2¼.

ONTARIO, OR

ONTARIO MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PASCO, WA

TRI-CITIES ..... **ILS or LOC Rwy 21R[12]**
RNAV (GPS) Rwy 3L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21R
RNAV (GPS) Rwy 30
VOR Rwy 21R[3]
VOR/DME Rwy 30

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON ..... **ILS or LOC/DME Rwy 25[1]**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7

NA when local weather not available.
[1]ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD ..... **NDB-A[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2½.

POCATELLO, ID

POCATELLO RGNL ..... **ILS or LOC Rwy 21[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[2]

[1]NA when control zone not in effect.
[2]NA when local weather not available.

PORT ANGELES, WA

WILLIAM R FAIRCHILD INTL ..... **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8[1]
RNAV (GPS) Rwy 26

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

26 AUG 2010 to 23 SEP 2010

NAME — ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND INTL ..... **ILS or LOC Rwy 10L**[1]
ILS or LOC Rwy 10R[2]
ILS or LOC Rwy 28L[3]
ILS or LOC Rwy 28R[4]
LOC/DME Rwy 21[5]
RNAV (GPS) Rwy 10L[5]
RNAV (GPS) Rwy 10R[6]
RNAV (GPS) Rwy 12[7]
RNAV (GPS) Rwy 28L[8]
RNAV (GPS) Rwy 28R[8]
VOR/DME Rwy 21[5]
VOR-A [9]
VOR Rwy 28R[5]

[1]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.
[3]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.
[4]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[5]Category D, 1000-3.
[6]Categories A,B,C 800-5; Category D, 1000-5.
[7]NA when local weather not available.
[8]Category D, 1000-3.
[9]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. **ILS or LOC Rwy 12**[1]
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE ..... **NDB or GPS-A**

Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI ..... **RNAV (GPS) Rwy 5,** 800-2¼

RAWLINS, WY

RAWLINS MUNI/ HARVEY FIELD ..... **RNAV (GPS) Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME — ALTERNATE MINIMUMS

REDMOND, OR

ROBERTS FIELD ..... **ILS or LOC Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]ILS,LOC,Category D,800-2¼; Category E, 800-2½.
[2]Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI ..... **NDB Rwy 16**[1]
RNAV (GPS) Y Rwy 16[2]

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

REXBURG, ID

REXBURG-MADISON COUNTY ..... **RNAV (GPS) Rwy 35**

NA when local weather not available.
Category D, 800-2½.

RICHLAND, WA

RICHLAND ..... **NDB Rwy 19**[1]
RNAV (GPS) Rwy 19[1]
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
VOR Rwy 26[1]

[1]Category D, 800-2½.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

RIVERTON, WY

RIVERTON RGNL ..... **ILS or LOC Rwy 28**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 10
VOR Rwy 28

NA when local weather not available.

ROSEBURG, OR

ROSEBURG RGNL ..... **RNAV (GPS)-B**

NA when local weather not available.
Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ..... **ILS or LOC Rwy 31**[12]
LOC/DME Rwy 31[3]
RNAV (GPS) Rwy 31[13]

[1]NA when local weather not available.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

SALMON, ID

LEMHI COUNTY ..... **RNAV (GPS)-D**
NA when local weather not available.
Categories A, B, 3000-2; Category C, 3000-3.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK ..... **VOR/DME or GPS-A**
Category B, 900-2; Category C, 1000-2¾; Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY INTL ..... **ILS or LOC Rwy 31L[1]**
LOC/DME Rwy 13R[2]
RNAV (GPS) Y Rwy 13R[3]
RNAV (RNP) Z Rwy 13R[4]
[1]Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Categories A, B, C, D, 800-2¼.

SHERIDAN, WY

SHERIDAN COUNTY ..... **ILS or LOC/DME Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
NA when local weather not received.
Category D, 800-2¼.

SIDNEY, MT

SIDNEY-RICHLAND MUNI ..... **NDB Rwy 1[1]**
NDB Rwy 19[2]
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SPOKANE, WA

FELTS FIELD ..... **ILS/DME Rwy 21R[1]**
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 3L[2]
VOR Rwy 3L[34]
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Categories A, B, 1000-2; Categories C, D, 1000-3.
[4]NA when local weather not available.

SPOKANE INTL ..... **ILS or LOC Rwy 3[1]**
ILS or LOC/DME Rwy 21[1]
RNAV (GPS) Rwy 3[2]
VOR Rwy 3[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 800-2½.

TACOMA, WA

TACOMA NARROWS ..... **ILS Rwy 17[1]**
NDB Rwy 35[1]
RNAV (GPS) Rwy 17[12]
RNAV (GPS) Rwy 35[23]
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/ THE DALLES MUNI ..... **RNAV (GPS)-A**
Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL ..... **ILS or LOC Rwy 25[1]**
NDB Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 7[2]
NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]Category C, 800-2¼; Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

WALLA WALLA, WA

WALLA WALLA RGNL ..... **ILS or LOC Rwy 20**[1]
ILS or LOC Y Rwy 20[13]
ILS or LOC/DME Z Rwy 20[23]
NDB Rwy 20, 1000-3
RNAV (GPS) Rwy 2[34]
RNAV (GPS) Rwy 16[4]
RNAV (GPS) Rwy 20[4]
VOR/DME Rwy 2[4]

[1]ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.

WENATCHEE, WA

PANGBORN
MEMORIAL ..... **ILS Y Rwy 12,** 1300-4
RNAV (RNP) Rwy 12, 1200-4
VOR/DME-C[12]
VOR/DME-A[3]

[1]NA when local weather not available.
[2]Categories A, B, 1500-2; Categories C, D, 1500-3.
[3]Categories A, B, 2000-2; Categories C, D, 2000-3.

WOLF POINT, MT

L.M. CLAYTON ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI ..... **VOR or GPS Rwy 16**

Categories C,D, 800-2½.

YAKIMA, WA

YAKIMA AIR TERMINAL/
MCALLISTER FIELD .... **ILS Y Rwy 27,** 600-2¼[1]
LOC/DME BC-B[12]
RNAV (GPS) Y Rwy 27[3]
VOR/DME or TACAN Rwy 27[4]
VOR-A[5]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]Category C, 800-2½; Category D, 800-2¾.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Category C, 800-2¼; Category D, 800-2½.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** Use LUNDI DEPARTURE. **Rwy 34,** use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34**, turn left. **All aircraft** climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. **Rwy 17,** std. w/ min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. **Rwy 22,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35,** climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NAME	TAKE-OFF MINIMUMS

BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: **Rwy 17,** multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. **Rwy 35,** multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34,** 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwy 16**, climb direct to WATON LOM. **Rwys 29,34**, turn left. **All aircraft** climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8,31,** turn left. **Rwy 13**, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course. **All other aircraft** climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence... ...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17,** multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35,** multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: **Rwy 13,** 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31,** 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY ,OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K). **Rwy 13**, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31**, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C,D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8,13**, turn left. **Rwys 26,31,35,** turn right. **All aircraft** climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34,** climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16,** lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34,** lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 8400 via BPI R-124. **Rwy 31,** climb to 10800 via BPI R-320 thence all aircraft climb on course.

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BILLINGS, MT
BILLINGS LOGAN INTL (BIL)
AMDT 5 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10R,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 10L,** Climb heading 098° to 4600 before turning right.
NOTE: **Rwy 10L,** fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25,** airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID
MCCARLEY FIELD
DEPARTURE PROCEDURE: **Rwy 1,** climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19,** climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID
BOISE AIR TERMINAL / GOWEN FIELD (BOI)
AMDT 6 10042 (FAA)
DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERS FERRY, ID
BOUNDARY COUNTY (65S)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 20,** use KARPS (RNAV) DEPARTURE.

BOZEMAN,MT
GALLATIN FIELD (BZN)
AMDT 3 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.
DEPARTURE PROCEDURE: **Rwys 12, 30,** use BOZEMAN DEPARTURE.

BREMERTON,WA
BREMERTON NATIONAL (PWT)
AMDT 3 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ min. climb of 410' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 1,** Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19,** Climb to 6000 direct CAN NDB, thence...
...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.
NOTES: **Rwy 1,** Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19,** Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO,WY
JOHNSON COUNTY
TAKE-OFF MINIMUMS: Northbound aircraft: **Rwys 13,31,** 2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. with a min climb of 300' per NM to 6000.
DEPARTURE PROCEDURE: Northbound aircraft: **Rwy 13**, turn left. **Rwy 31,** climb straight ahead. **All aircraft** proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: **Rwy 13,** climb straight ahead. **Rwy 31,** turn right. **All aircraft** proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID
BURLEY MUNI (BYI)
AMDT 5 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1½ or std. w/ min. climb of 428' per NM to 4500.
DEPARTURE PROCEDURE: **Rwy 2,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 20,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.
NOTE: **Rwy 2,** obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6,** trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline,16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline,123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 4,10,22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: **Rwy 4,** tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30,** climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: **Rwy 21,** pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15,** std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29,** std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33,** std. w/ min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .**Rwy 29,** climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . . **Rwy 33,** climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .

. . .climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: **Rwy 15,** multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. **Rwy 29,** multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6 379' MSL. **Rwy 33,** flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30,** climb via heading 299° to 4400 before proceeding on course.

NOTE: **Rwy 12,** levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30,** multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **All other runways,** turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS, WA

CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16,** climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34,** climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: **Rwy 13,** multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27,** multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31.** multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY

YELLOWSTONE RGNL (COD)

AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22,** std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22,** climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4,** trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22,** poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV) DEPARTURE. **Rwy 24,** use CONUK (RNAV) DEPARTURE.

CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17,** climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. **Rwys 27, 35,** climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9,** multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27,** obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. **Rwy 35,** multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above9000.

DEER PARK, WA

DEER PARK (DEW)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1½ or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16,** climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22,** climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: **Rwy 4,** aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16,** trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22,** trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34,** aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

DILLON, MT

DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21,** NA.

DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23,** 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11,** climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23,** climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29,** climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.

NOTE: **Rwy 5,** trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23,** trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID

DRIGGS-REED MEMORIAL (DIJ)

AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA-Terrain. **Rwy 34,** 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34,** climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: **Rwy 34,** trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA

BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11,** 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25,** 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29,** 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29,** climbing right turn direct ELN VORTAC. **Rwys 11, 25,** climbing left turn direct ELN VORTAC. **All aircraft,** continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2300 before proceeding on course. **Rwy 11,** climb heading 112° to 2200 before proceeding on course. **Rwy 21,** climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climb to 1000 then climbing right turn...**Rwys 34L, 34R,** climb to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in EUG VORTAC holding pattern (hold north, right turn, 175° inbound) to cross EUG VORTAC at or above MEA altitude before proceeding enroute.

NOTE: **Rwy 16R,** tree 1992' from departure end of runway, 832' left of centerline, 50' AGL/419' MSL. **Rwy 16L,** multiple trees and power poles beginning 872' from departure end of runway, 35' right of centerline, up to 50' AGL/437' MSL, multiple trees and power poles beginning 890' from departure end of runway, 77' left of centerline, up to 50' AGL/433' MSL. **Rwy 34R,** multiple trees beginning 2869' from departure end of runway, 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline, 50' AGL/428' MSL.

26 AUG 2010 to 23 SEP 2010

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. **Rwy 23**, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R,** climbing right turn, thence...**Rwys 29, 34L/R,** climbing left turn, thence...

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 11,** multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, up to 140' AGL/672' MSL. **Rwy 16L,** multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. **Rwy 16R,** multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. **Rwy 29,** multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. **Rwy 34R,** multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track 048° to intercept SKA R-045 to 5300, then on course. **Rwy 23**, climb on track 241° to 3400, then on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468' MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23,** std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23,** for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB **Rwy 34,** climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. **Rwy 21,** 600-3 or std. w/ min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. **Rwy 21,** climb via heading 206° to 5200, before proceeding on course.

NOTE: **Rwy 3,** windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. **Rwy 16,** tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. **Rwy 21,** fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 ' AGL/4729' MSL. **Rwy 34,** fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394 ' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 ' MSL. Vehicle on road 1610' from DER. 419' left of centerline, 15' AGL/4380' MSL.

GOODING, ID

GOODING MUNI (GNG)
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 068° to 5000 before turning left. **Rwy 25,** climb heading 233° to 5600 before turning right.

NOTE: **Rwy 7,** rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. **Rwy 25,** vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID
IDAHO COUNTY (S80)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Obstacles.

DEPARTURE PROCEDURE: **Rwy 25,** Use MELLR DEPARTURE.

GRANTS PASS, OR
GRANTS PASS

TAKE-OFF MINIMUMS: **Rwy 12,** NA. **Rwy 30,** 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 30,** climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)
FORT LEWIS, WA . . . . . AMDT 2, 10098

Rwy 15, Standard
Rwy 33, 300-1*
* Or standard with minimum climb of 430/NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** Climb heading 147° to 700 then climbing left turn direct GRF NDB.
Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.

TAKE-OFF OBSTACLES: **Rwy 15,** Tree 100' AGL/ 439' MSL, 1848' from DER, 430' right of centerline. **Rwy 33,** Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of centerline.

GREAT FALLS, MT
GREAT FALLS INTL

NOTE: **Rwy 7,** obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. **Rwy 21,** pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. **Rwy 25,** windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY
SOUTH BIG HORN COUNTY (GEY)
ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. w/ min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: **All runways**, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on course.

NOTE: **Rwy 25,** bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY, WY
CAMP GUERNSEY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 320' per NM to 4700. **Rwy 32,** 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: **Rwy 14,** climb to 5600 via heading 150°. **Rwy 32,** climb to 5800 via heading 070°. **All aircraft** continue on course.

HAILEY, ID
FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 13,** 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. **Rwy 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 13,** Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: **Rwy 13,** multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT
RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE,MT
HAVRE CITY-COUNTY (HVR)
AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¾ or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...**Rwy 8,** climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence...**Rwy 21,** climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...**Rwy 26,** climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...
...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding on course.

NOTE: **Rwy 3,** pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. **Rwy 8,** obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26,** light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

HELENA, MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9,** std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23,**1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**,1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16,34,** NA.

DEPARTURE PROCEDURE: **Rwys 5,9,** climbing left turn heading 270°. **Rwys 23,27,** climbing right turn heading 020°. **All Aircraft:** continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5,** ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL**. Rwy 23,** pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27,** buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4,** tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22,** light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn heading 110°: **Rwy 24,** climb runway heading. **All aircraft** climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** std. w/ min. climb of 450' per NM to 6300, or 500-2¼ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31,** climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13,** road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31,** terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2,** pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17,** trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35,** trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON,WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1,** use GEYSER DEPARTURE. **Rwy 19,** use TETON DEPARTURE.

JEROME, ID
JEROME COUNTY (JER)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-1¾ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9,** bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27,** fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR
GRANT COUNTY RGNL/OGILVIE FIELD (GCD)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** NA, Terrain.

DEPARTURE PROCEDURE: **Rwy 27,** climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27,** fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT
GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA
SOUTHWEST WASHINGTON RGNL (KLS)
AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** NA, terrain. **Rwy 30,** std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:. **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: **Rwy 30,** light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

KEMMERER, WY
KEMMERER MUNI (EMM)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,10,22,28,** NA - Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34,** climb via heading 346° to 8200 then climbing right turn to12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.

KLAMATH FALLS, OR
KLAMATH FALLS (LMT)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Terrain. **Rwy 14,** std. w/ min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence… or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 25,** climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 32,** climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence…
…continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14,** trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25,** terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32,** multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30,** Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16,** 2000-3 or std. with a min. climb of 500' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 12**,**16,** climbing left turn direct LGD NDB, thence; **Rwys 30,34,** climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34,** 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12,21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32,** NA.

DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

LEWISTON,ID

LEWISTON-NEZ PERCE COUNTY (LWS)

AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8,12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN,MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7,12,** 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE:**Rwys 2,30** turn left. **Rwys 7,12,20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26,** std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8,** std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 8, 26,** for climb in visual conditions: cross Lexington Airport at or above 3600.

NOTES: **Rwy 8,** trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33,** not authorized. **Rwy 15,** use EYESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,13,26,31,** NA-Enivironmental.

DEPARTURE PROCEDURE: **Rwys 4, 22,** use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22,** std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: **Rwys 4, 34,** climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… **Rwy 16,** climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence…**Rwy 22,** climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence ...

…continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 4,** vehicle on road beginning 7' from DER,268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16,** bushes beginning 196'from DER, 151' left of centerline, up to 14' AGL/2444'MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34,** bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

MC CALL, ID

MC CALL MUNI (MYL)
AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.

MC CHORD FIELD (KTCM)

TACOMA, WA 10154

DEPARTURE PROCEDURE: **Rwy 16,** Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34,** Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16,** Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34,** Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17,** std. w/ min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35,** climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17,** tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22,** multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35,** multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD,OR

ROGUE VALLEY INTL-MEDFORD (MFR)
AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Obstacles. **Rwy 14**, std. w/ min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32,** std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwys 11, 29,** use GRZLY DEPARTURE.

26 AUG 2010 to 23 SEP 2010

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R,** antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. **Rwy 18,** pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L,** pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12, 30, 6700-3*

* Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10,** 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28,** 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct STI NDB. **Rwy 28,** climbing right turn direct STI NDB. **All aircraft** departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29,** climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11,** 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,17,23,35,** NA. **Rwy 13,** 200-1 or std. with a min. climb of 275' per NM to 4400. **Rwy 31,** 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31,** climbing left turn. **All aircraft** climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13,** fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31,** multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 16,** turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

26 AUG 2010 to 23 SEP 2010

NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 13,** 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13,** climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22,** climb heading 223° to 700 before proceeding on course. **Rwy 31,** climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4,** Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13,** bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22,** ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31,** ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1. **Rwy 25,** 300-1

DEPARTURE PROCEDURE: **Rwy 7,** climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25,** climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7,** multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25,** cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence. . .**Rwy 17,** climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence. . .or climb in visual conditions to cross OLM VORTAC at or above 2300, thence. . . **Rwy s 26,35,** climbing right turn direct OLM VORTAC, thence. . .

. . .continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17,** multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26,** multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35,** multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17,** 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** use GETNG RNAV DEPARTURE. **Rwy 35,** NA.

ONTARIO,OR
ONTARIO MUNI (ONO)
AMDT 3 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.
NOTE: **Rwy 14,** multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32,** multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA
TRI-CITIES
DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON,OR
EASTERN OREGON RGNL AT PENDLETON (PDT)
AMDT 3 09183 (FAA)
DEPARTURE PROCEDURE: **Rwys 7, 29, 34,** climbing left turn direct PDT VORTAC, thence...
Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...
Rwy 25, climb direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.
NOTE: **Rwy 16,** multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. **Rwy 25,** multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29,** terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY
PINEDALE/RALPH WENZ FIELD (PNA)
AMDT 2 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 11,** climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29,** climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT
SHER-WOOD
NOTE: **Rwy 12,** multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/ 2251' MSL. **Rwy 30,** multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID
POCATELLO RGNL (PIH)
AMDT 7 09351 (FAA)
DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT
POLSON
TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.
DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.
NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

PORT ANGELES, WA
PORT ANGELES CGAS
DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL
DEPARTURE PROCEDURE: **Rwys 8,13, 26, 31**, use WATTR FIVE DEPARTURE.

PORTLAND, OR

PORTLAND INTL (PDX)
AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 400' per NM to 600. **Rwy 10L/R,** std. w/ min. climb of 270' per NM to 2900. **Rwy 21,** std. w/ min. of 310' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L,10R,** climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ... **Rwy 21,** climb heading 205.03 to 500, then climbing right turn direct BTG VORTAC, thence ... **Rwys 28L,28R,** climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ... ... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3,** signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. **Rwy 10L,** rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL. **Rwy 10R,** pole 1996' from departure end of runway, 758' right of centerline, 54' AGL/74' MSL. note: **Rwy 21,** trees beginning 1319' from departure end of runway,155' right of centerline, up to 100' AGL/318' MSL. Poles and trees beginning 353' from departure end of runway, 36' left of centerline, up to 100' AGL/317' MSL. **Rwy 28L,** trees 1873' from departure end of runway, 836' left of centerline, 50' AGL/88' MSL. **Rwy 28R,** multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right of centerline, up to 27' AGL/69' MSL.

PORTLAND-HILLSBORO (HIO)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct UBG VOR/DME… **Rwy 20,** climbing left turn direct UBG VOR/DME… **Rwys 2, 30,** climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME… …all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2,** vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12,** terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20,** terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30,** terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7,** 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left. **Rwy 25**, turn right. **All aircraft** climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI (POY)
AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,16,21,34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. **All aircraft** climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13,** terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31,** windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15,** climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28,** climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33,** climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10,** trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15,** trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28,** trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33,** trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/ 3319' MSL.

26 AUG 2010 to 23 SEP 2010

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23,** climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5,** multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23,** multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34,** 300-1.

DEPARTURE PROCEDURE: **Rwy 16,** climbing right turn. **Rwy 34,** climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16,** light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34,** multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4,** turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** std. w/ min. climb of 269' per NM to 4700. **Rwy 28,** std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10,** climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22,** climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28,** climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28,** numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¾ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34,** Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ...

...Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16,** trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34,** Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35,** climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17,** 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35,** 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RICHLAND, WA

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8,** std. w/ min. climb of 310' per NM to 5000. **Rwy 19,** std. w/ min. climb of 480' per NM to 5000. **Rwy 26,** std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,8,** climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 19,** climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. **Rwy 26,** climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1,** crane 4957' from DER,1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8,** railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19,** bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26,** antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

RIVERTON RGNL (RIW)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28,** climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1,** sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10 ,** sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19,** sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28,** sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9,** climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21,** climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27,** climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21,** bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34,** climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16,** tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34,** building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

26 AUG 2010 to 23 SEP 2010

ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34,** climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16,** tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34,** tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwy 35,** 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17,** NA. **Rwy 35,** climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1,** 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19,** 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn to COE VOR/DME via heading 200° and COE R-002. **Rwy 19,** climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5,** turn left heading 280°. **Rwy 23,** turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33,** climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: **Rwy 15,** 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33,** cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 280' per NM to 3400.

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L,** 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R,** std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L,** std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2 ½ for climb in visual conditions. **Rwy 31R,** std. w/ a min. climb of 334' per NM to 900, or 400-1¾ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R,** climbing right turn. **Rwys 31L/R,** climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L,** multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL. **Rwy13R,** multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L,** multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy31R,** multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R,** climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...
Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L,** trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C,** trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R,** trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L,** fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5,** 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5,** fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11,** truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000. **Rwy 23,** climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5,** multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23,** multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

26 AUG 2010 to 23 SEP 2010

SHERIDAN, WY

SHERIDAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 700-3 or std. w/ min. climb of 318' per NM to 5100, or. . .**Rwy 14,** 800-3 or std. w/ min. climb of 263' per NM to 5100, or. . .**Rwy 23,** 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . . . . .1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 14,** climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 23,** climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 32,** climb via heading 320° and SHR R-106 to SHR VORTAC, thence. . . . . .climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5,** multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23,** fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32,** antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT

SIDNEY-RICHLAND MUNI (SDY)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1,** trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19,** trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29,** terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH, WA

HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles. **Rwy 15L,** std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R,** std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L,** climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... **Rwy 33R,** climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE**: Rwy 15L,** tree 81' from DER, 177' right of centerline, 40' AGL/106'MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R,** powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.

26 AUG 2010 to 23 SEP 2010

SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R,** std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R,** climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/MEA for route of flight. **Rwys 21L, 21R,** climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R -050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/MEA for route of flight.

NOTE: **Rwy 3L,** trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R,** hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L,** elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R,** poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG)

AMDT 5 10154 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 25,** climbing left turn direct GEG VORTAC, thence...**Rwys 7, 21,** climbing right turn direct GEG VORTAC, thence... ...continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeast bound V120-448, 5200; eastbound V2, 5200; southeast through west bound climb on course.

NOTE: **Rwy 3,** multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL. **Rwy 21,** pole 2655' from DER, 1122' left of centerline, 42' AGL/2446' MSL. Tree 3391' from DER, 1315' right of centerline, 100' AGL/2466' MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12,** do not exceed 210 knots until established on MSO R-163. **Rwy 30,** do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30,** climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36,** 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36,** climb direct to DSD VORTAC. Then **all aircraft** climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17,** turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35,** turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwy 30**, climbing left turn heading 120°. **All aircraft** intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19,** NA. **Rwy 31,** 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19,** NA. **Rwy 31,** use FETUJ RNAV DEPARTURE.

TORRINGTON, WY

TORRINGTON MUNI (TOR)
ORIG 10042 (FAA)

NOTE: **Rwy 2,** terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10,** multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28,** terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26,** 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .**Rwy 26,** climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .

. . .continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26,** bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2,7, 20,25,34,** turn left. **Rwy 16,** turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16,** antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20,** light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34,** terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 121° to 3900 before proceeding on course. **Rwy 30,** climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12,** tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30,** tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12,** 1500-2 or std. with a min. climb of 510' per NM to 2900. **Rwys 25, 30**, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading. **Rwys 25, 30,** climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E,right turns,253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: **Rwy 1,** ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right. **All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

26 AUG 2010 to 23 SEP 2010

WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8,** climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence. . . **Rwy 26,** climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence. . .
. . .continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8,** multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. **Rwy 26,** multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) 10210

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25:** Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25:** Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.

TAKE-OFF OBSTACLES: **Rwy 7:** Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14:** Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA, WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22,27,** 2500-3 or std. with a min. climb of 300' per NM to 5200.

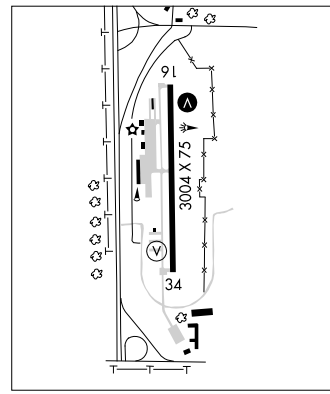
DEPARTURE PROCEDURE: **Rwy 4,** NA. **Rwys 9,22,27,** Use ZILLA DEPARTURE PROCEDURE.

26 AUG 2010 to 23 SEP 2010

AGGET N44°40.56′ W124°03.92′. NOTAM FILE ONP. SEATTLE

NDB (LOM) 350 ON 158° 5.8 NM to Newport Muni. Unusable 360°–150°.

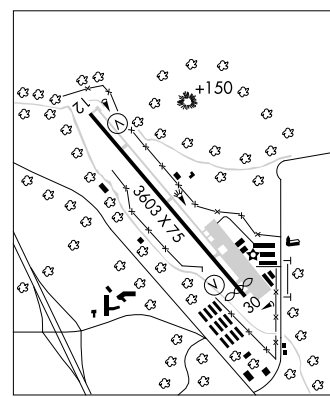
ALBANY MUNI (S12) 3 E UTC−8(−7DT) N44°38.27′ W123°03.57′ SEATTLE
226 B S4 **FUEL** 100LL OX 3 NOTAM FILE MMV L–1B
RWY 16–34: H3004X75 (ASPH) S–30, D–43, 2D–71 MIRL IAP
RWY 16: VASI(V4L)—GA 4.0° TCH 29′. Road.
RWY 34: REIL. VASI(V2L)—GA 4.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended 1600–0100Z‡. Twy marked by reflectors. ACTIVATE VASI Rwy 16—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CASCADE APP/DEP CON** 127.5 (1400–0730Z‡)
SEATTLE CENTER APP/DEP CON 125.8 (0730–1400Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CVO.
CORVALLIS (H) VORW/DME 115.4 CVO Chan 101 N44°29.98′ W123°17.62′ 032° 13 NM to fld. 241/18E.



ALKALI LAKE STATE (RØ3) 8 N UTC−8(−7DT) N43°05.24′ W119°58.56′ KLAMATH FALLS
4312 TPA—5312(1000) NOTAM FILE MMV
RWY 18–36: 6100X150 (GRVL)
AIRPORT REMARKS: Unattended. Livestock frequently on rwy. Windsock midfield west side.
COMMUNICATIONS: CTAF 122.9

ARLINGTON MUNI (1S8) 1 NE UTC−8(−7DT) N45°42.99′ W120°10.07′ SEATTLE
890 NOTAM FILE MMV
RWY 06–24: 5000X50 (DIRT)
RWY 24: Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 06–24 loose gravel on surface, center portion grvl, surface rough due to bunch grass growth.
COMMUNICATIONS: CTAF 122.9

ASHLAND MUNI–SUMNER PARKER FLD (SØ3) 2 E UTC−8(−7DT) KLAMATH FALLS
N42°11.42′ W122°39.64′ L–2I
1885 B S4 **FUEL** 100LL, JET A OX 2 TPA—2900(1015)
NOTAM FILE MMV
RWY 12–30: H3603X75 (ASPH) S–15 MIRL
RWY 12: VASI(V2L)—GA 3.75° TCH 37′. Trees.
RWY 30: REIL. VASI(V2L)—GA 4.0° TCH 22′. Thld dsplcd 190′. Trees.
AIRPORT REMARKS: Attended Oct–Apr Mon–Sat 1600–0100Z‡, May–Sep Mon–Sat 1600–0200Z‡, Sun 1700–0100Z‡. 24 hr credit card fuel. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 12–30, and REIL Rwy 30—CTAF. VASI Rwy 12 and Rwy 30 opr 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.
ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28.77′ W122°54.78′ 128° 20.7 NM to fld. 2083/19E. **HIWAS.**



VOR/DME CVO 115.4 Chan 101	APP CRS 032°	Rwy Idg N/A TDZE N/A Apt Elev 223

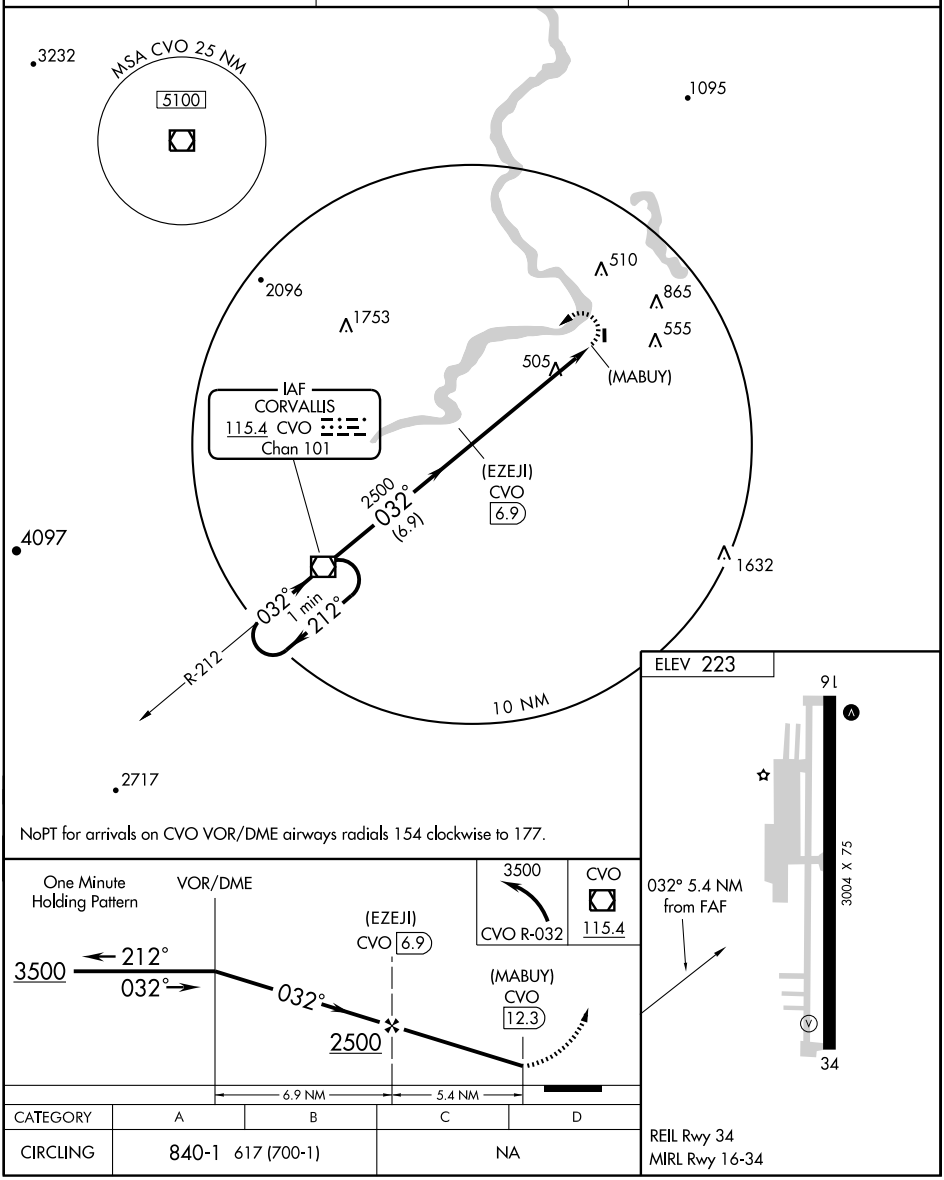
VOR/DME or GPS-A

ALBANY MUNI (S12)

Use Corvallis altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 via CVO R-032 to CVO VOR/DME and hold.

CORVALLIS AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	122.8 (CTAF) L

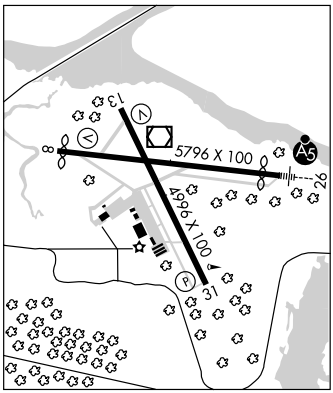


CATEGORY	A	B	C	D
CIRCLING	840-1	617 (700-1)	NA	

REIL Rwy 34
MIRL Rwy 16-34

NW-1, 26 AUG 2010 to 23 SEP 2010

ASTORIA RGNL (AST) 3 SW UTC−8(−7DT) N46°09.48′ W123°52.72′ **SEATTLE**
15 B S3 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE AST **H–1A, L–1C**
RWY 08–26: H5796X100 (ASPH) S–60, D–76, 2S–97, 2D–119 MIRL **IAP**
RWY 08: REIL. VASI(V4L)—GA 3.0° TCH 51′. Thld dsplcd 301′. Tree.
RWY 26: MALSR. Thld dsplcd 704′. Dike.
RWY 13–31: H4996X100 (ASPH) S–60, D–76, 2S–97, 2D–119 MIRL
RWY 13: REIL. VASI(V4L)—GA 3.0°TCH 54′. Berm.
RWY 31: PAPI(P4L)–GA 4.0° TCH 45′. Trees.

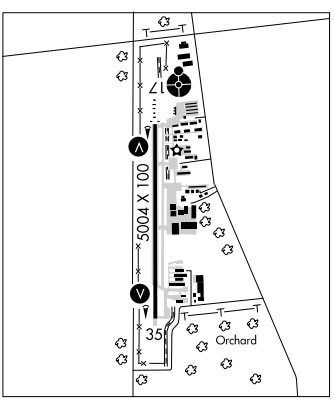


RUNWAY DECLARED DISTANCE INFORMATION

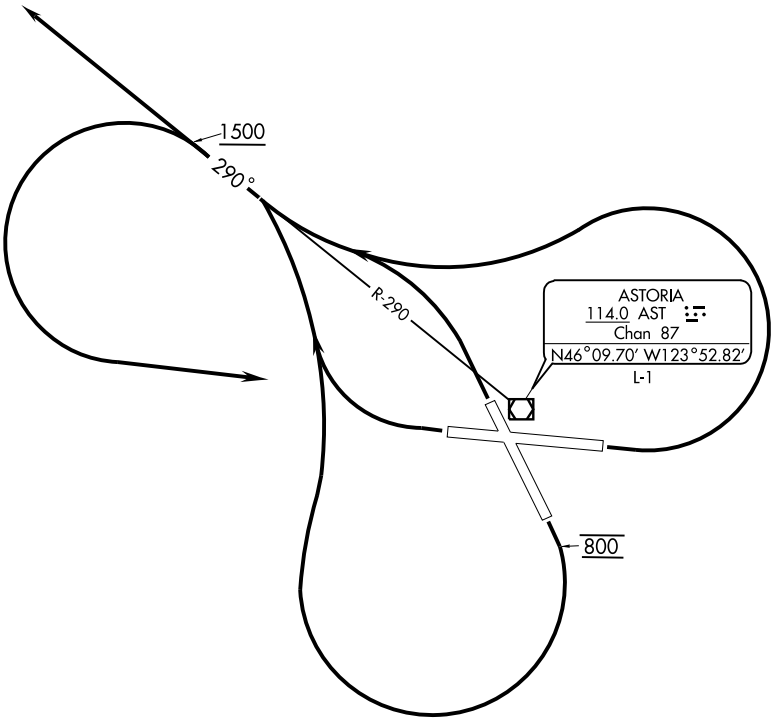
RWY 08:	TORA–5796	TODA–5796	ASDA–5196	LDA–4896
RWY 13:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467
RWY 26:	TORA–5796	TODA–6096	ASDA–5496	LDA–4782
RWY 31:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467

AIRPORT REMARKS: Attended 1600–0100Z‡. For fuel outside normal working hours ctc fixed-base operator 503–861–1222. Migratory flocks of waterfowl on and in vicinity of arpt. High concentration helicopter operations in area. ACTIVATE MIRL Rwy 08–26 and Rwy 13–31, MALSR Rwy 26 and REIL Rwy 08—CTAF.
WEATHER DATA SOURCES: ASOS 135.375 (503) 861–1371. **HIWAS** 114.0 AST.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (Mc MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AST.
(L) VORW/DME 114.0 AST Chan 87 N46°09.70′ W123°52.82′ at fld. 10/19E. **HIWAS.**
VOR portion unusable:
019°–030° beyond 35 NM below 5500′
030°–045° beyond 30 NM below 5500′
045°–055° beyond 30 NM below 7500′
080°–100° beyond 34 NM below 6000′
120°–150° beyond 33 NM below 7000′
150°–170° beyond 36 NM below 7000′
170°–200° beyond 15 NM below 8000′
180°–210° beyond 10 NM below 3300′
180°–240° beyond 5 NM below 2000′
200°–210° beyond 20 NM below 8,000′
210°–240° beyond 30 NM below 6,000′
240°–320° beyond 12 NM below 2,000′
240°–320° beyond 25 NM below 5,000′
320°–330° beyond 30 NM below 5,500′
330°–360° beyond 20 NM below 5,500′
DME unusable:
075°–088° beyond 35 NM below 7,000′
330°–360° beyond 28 NM below 6,300′
KARPEN NDB (MHW) 201 PEN N46°08.37′ W123°35.24′ 255° 12.2 NM to fld. NDB unmonitored.
ILS 109.5 I–AST Rwy 26. Class IE.

AURORA STATE (UAO) 1 NW UTC−8(−7DT) N45°14.83′ W122°46.20′ **SEATTLE**
200 B S4 **FUEL** 100LL, JET A OX 1 TPA—1200(1000) NOTAM FILE UAO **H–1B, L–1B**
RWY 17–35: H5004X100 (ASPH–GRVD) S–30, D–45 MIRL **IAP**
RWY 17: ODALS. VASI(V4R)—GA 3.5° TCH 40′. Trees.
RWY 35: VASI(V4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1500–0500Z‡. Rwy 17 +30′ p–line 2100′ from thld, marked by balls. Parallel twy 35′ wide and has medium ints twy lgts. Rwy 17–35 has 150′ blast pad at south end. Rwy 35 calm wind rwy. Use only paved sfcs. Exercise caution, frequent straight–in instrument apch tfc to Rwy 17. ACTIVATE MIRL Rwy 17–35, VASI Rwy 17 and Rwy 35 and ODALS Rwy 17—CTAF.
WEATHER DATA SOURCES: ASOS 118.525 (503) 678–3011.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **PORTLAND APP/DEP CON** 126.0 **CLNC DEL** 119.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 105° 10.9 NM to fld. 1440/21E. **HIWAS.**
ILS/DME 111.15 I–UAO Chan 48(Y) Rwy 17. Class IA.
Loc only. DME unusable byd 15.2 NM blo 2500′.



SEATTLE CENTER
124.2 317.6
McMINNVILLE RADIO
122.3



NOTE: TAKE-OFF MINIMUMS: Rwy 8, 800-3 or standard with minimum climb of 320' per NM to 900'. Rwy 13, 700-2 or standard with minimum climb of 350' per NM to 800'. Rwys 26,31, Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8,31: Turn left. Thence....
TAKE-OFF RUNWAY 26: Turn right. Thence....
TAKE-OFF RUNWAY 13: Climb runway heading to 800 then climbing right turn. Thence....

.... Aircraft departing northwest bound climb via AST R-290 on course. All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-AST	APP CRS	Rwy Idg	N/A
109.5	257°	TDZE	9
		Apt Elev	11

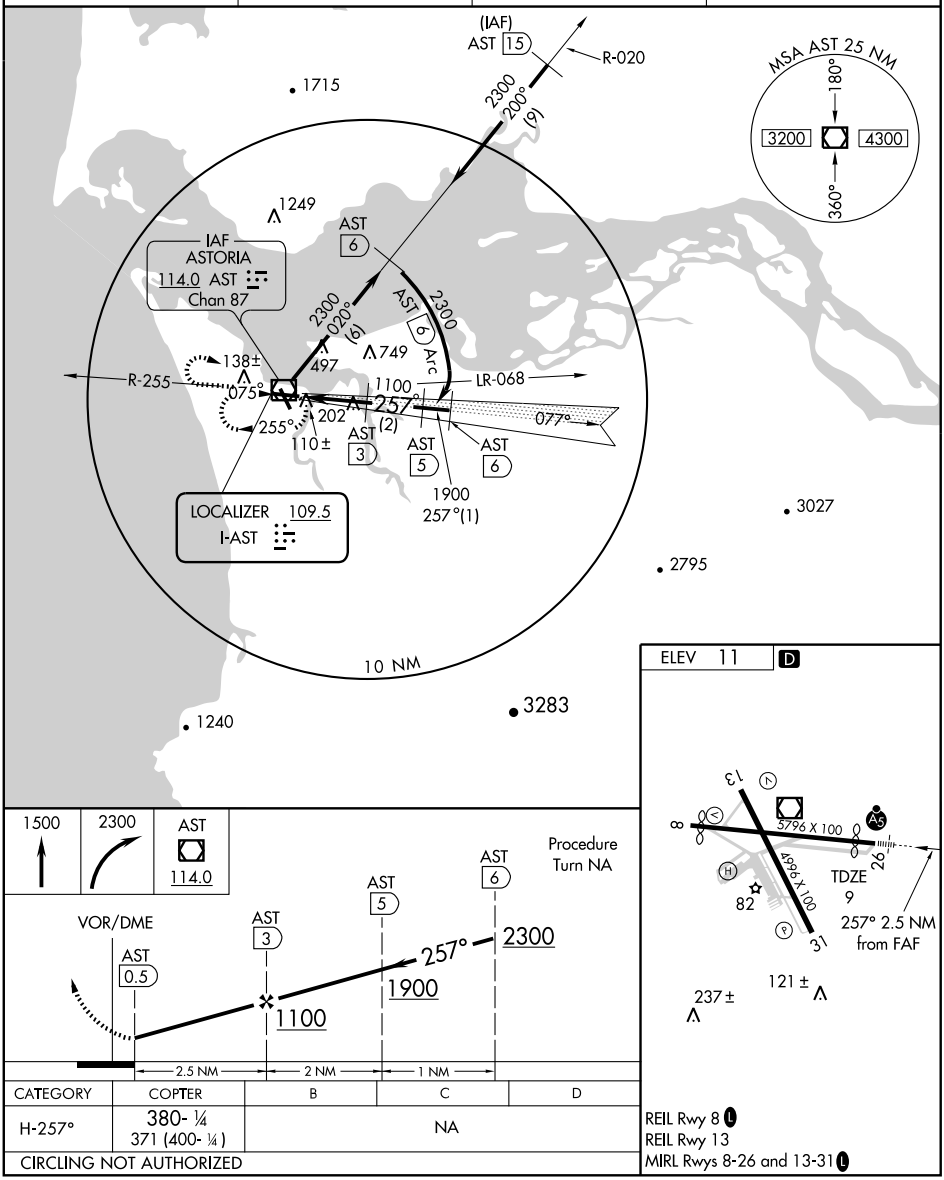
COPTER LOC/DME 257°

ASTORIA RGNL (AST)

T NA — DME from AST VOR/DME. Simultaneous reception of I-AST and AST VOR/DME required.
Increase visibility to ½ mile for inoperative MALSR.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct AST VOR/DME and hold.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) L



CATEGORY	COPTER	B	C	D
H-257°	380- ¼ 371 (400- ¼)	NA		

CIRCLING NOT AUTHORIZED

REIL Rwy 8 L
REIL Rwy 13
MIRL Rwys 8-26 and 13-31 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME AST	APP CRS	Rwy Idg	N/A
114.0	066°	TDZE	N/A
Chan 87		Apt Elev	11

COPTER VOR/DME or GPS 066°

ASTORIA RGNL (AST)

T
A NA

MISSED APPROACH: Climbing right turn to 2000 in AST VOR/DME holding pattern.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) L

NW-1, 26 AUG 2010 to 23 SEP 2010

1715

(IAF)
ILWAC
AST 16
2000
110°
(9)

MSA AST 25 NM
180°
3200
4300
360°

1249

(REDMY)
AST 7

IAF
ASTORIA
114.0 AST
Chan 87

1500
AST 7 Arc

R-290

497

749

(REKFI)
AST 3

(MAVRY)

FISKK
AST 7

LR-255

700
066°
(4)

138±

246°

202

R-246

LR-237

2000
AST 7 Arc

R-225

2000
225° (7)

2000
045°
(5)

(REHKY)
AST 7

IAF
TUNNA
N46°04.42'-W124°08.31'
114.0 AST 225.0° -12.0

7 NM

ELEV 11 D

066° 2.6 NM
from FAF

13
8
26
82
31
5796 X 100
4996 X 100
A5

121 ±

237 ±

FISKK
AST 7

1500

066°

700

(REKFI)
AST 3

VOR/DME
(MAVRY)
AST 0.2

Procedure Turn
NA

4 NM
2.6 NM
0.2
0.2

2000
AST
114.0

CATEGORY	COPTER	B	C	D
H-066°	500-½ 489 (500-½)	NA		

CIRCLING NOT AUTHORIZED

REIL Rwy 8 L
REIL Rwy 13
MIRL Rwys 8-26 and 13-31 L

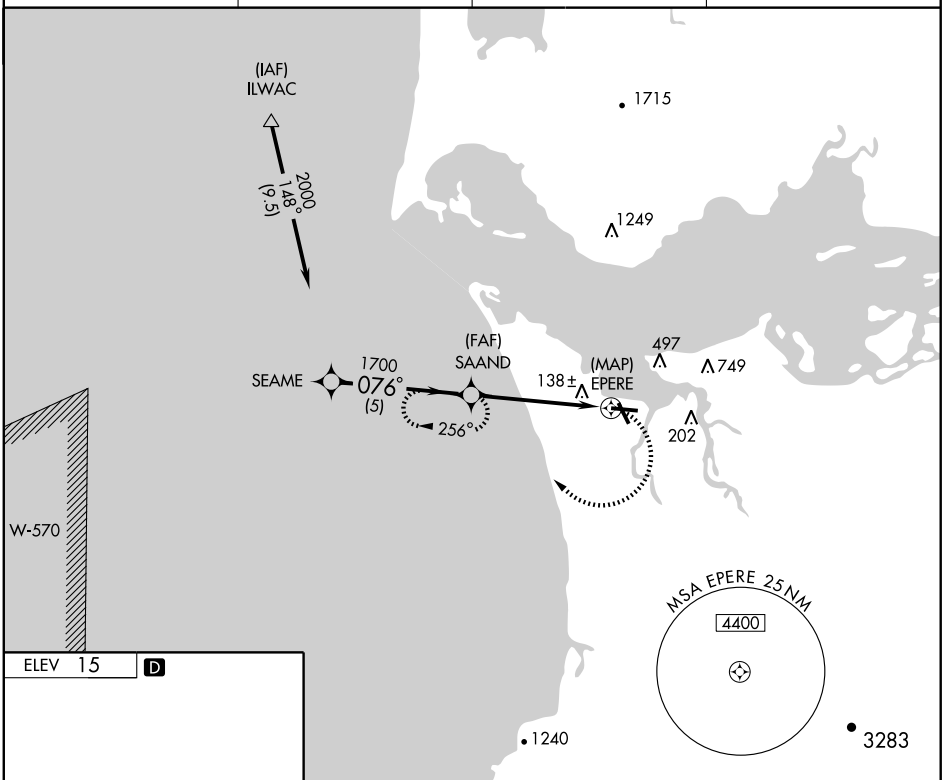
GPS RWY 8
ASTORIA RGNL (AST)

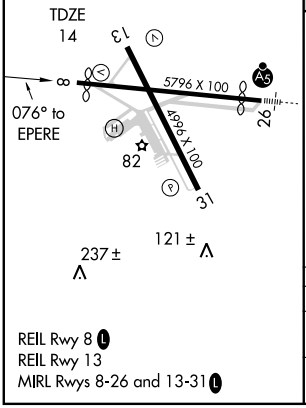
APP CRS	Rwy Idg	4896
076°	TDZE	14
	Apt Elev	15

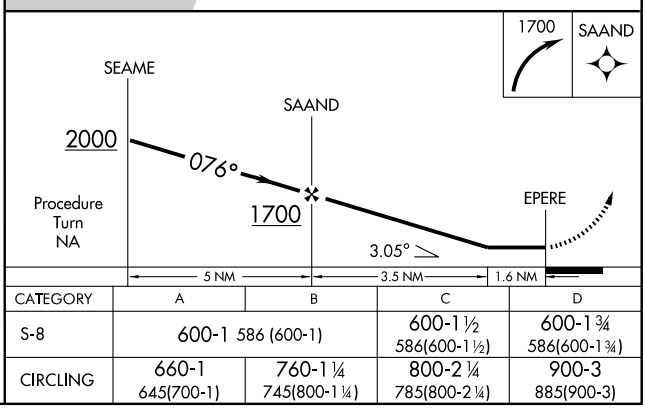
NA

MISSED APPROACH: Climbing right turn to 1700 direct SAAND WP and hold.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	600-1 586 (600-1)		600-1 ½ 586(600-1 ½)	600-1 ¾ 586(600-1 ¾)
CIRCLING	660-1 645(700-1)	760-1 ¼ 745(800-1 ¼)	800-2 ¼ 785(800-2 ¼)	900-3 885(900-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-AST	APP CRS	Rwy Idg	4782
109.5	257°	TDZE	9
		Apt Elev	11

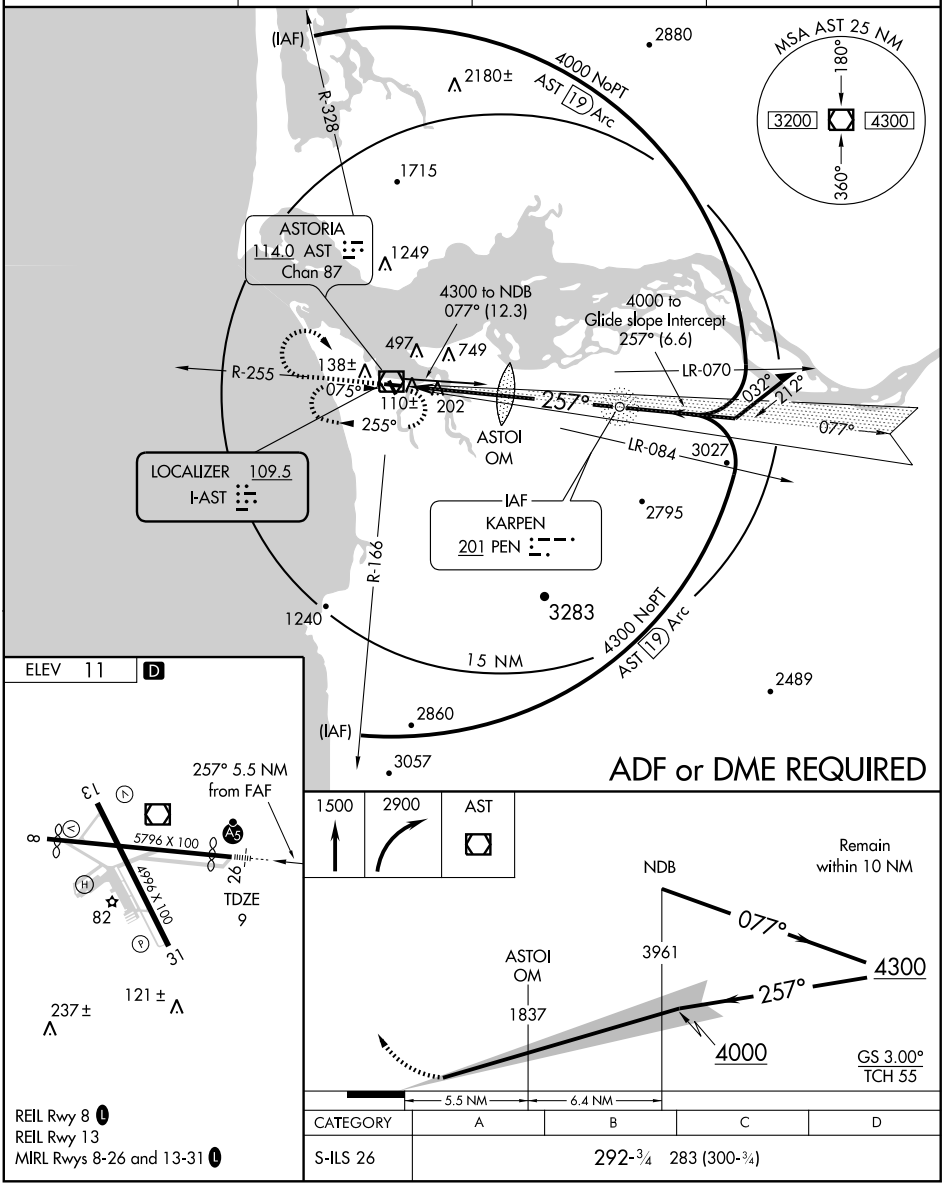
ILS RWY 26
ASTORIA RGNL (AST)

T
NA

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct AST VOR/DME and hold.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 26	292-¾ 283 (300-¾)			

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4782
CH 97711	257°	TDZE	14
W26A		Apt Elev	15

RNAV (GPS) RWY 26

ASTORIA RGNL (AST)

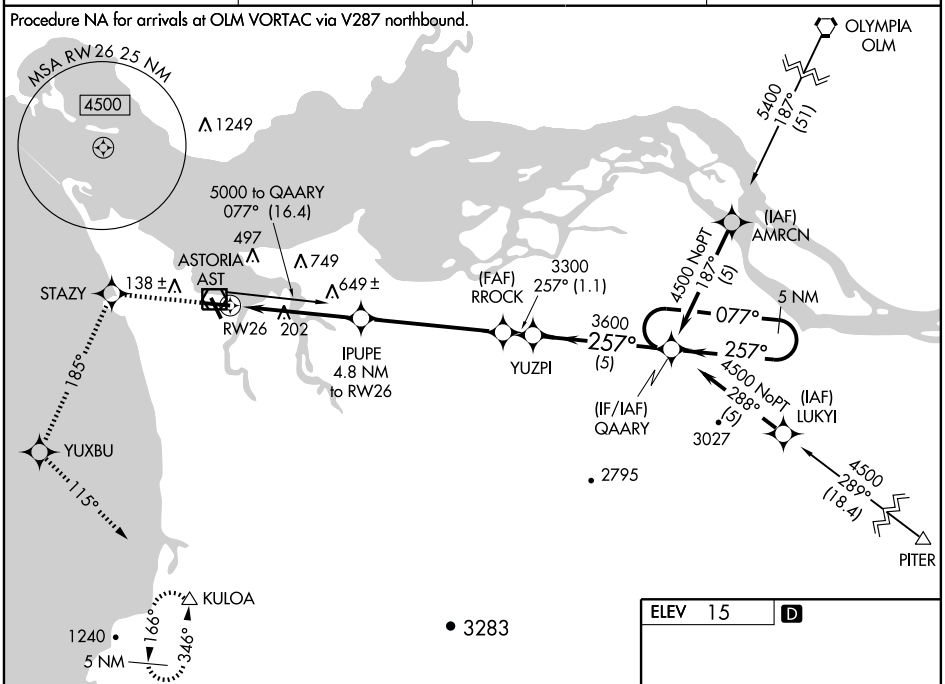
Inoperative table does not apply. DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Kelso altimeter setting and increase all DA 95 feet and all MDA 100 feet; increase LPV all Cats, LNAV Cats C and D and circling Cats C and D visibility ¼ mile.

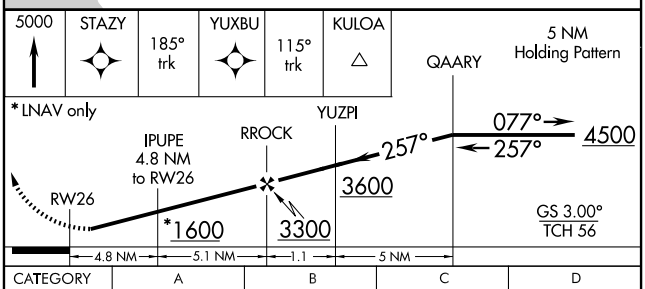
MALSR

MISSED APPROACH: Climb to 5000 direct STAZY and via track 185° to YUXBU and via track 115° to KULOA and hold.

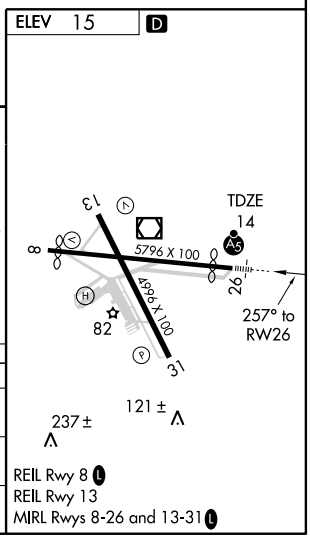
ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) L

Procedure NA for arrivals at OLM VORTAC via V287 northbound.





CATEGORY	A	B	C	D
LPV DA	300-1	286 (300-1)		
LNAV MDA	900-1¼	886 (900-1¼)	900-2¾ 886 (900-2¾)	900-3 886 (900-3)
CIRCLING	900-1¼	885 (900-1¼)	900-2¾ 885 (900-2¾)	900-3 885 (900-3)



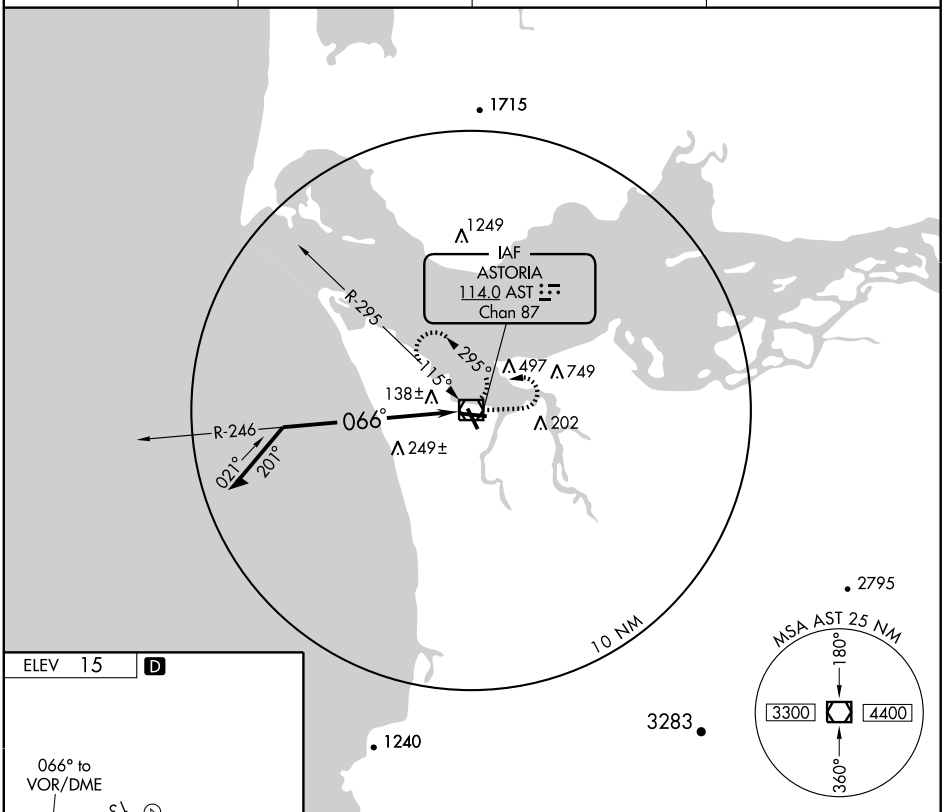
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

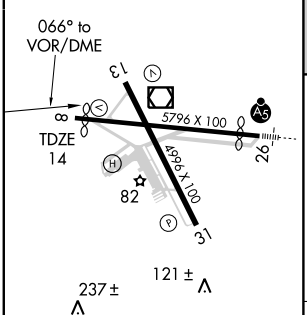
VOR/DME AST	APP CRS	Rwy Idg	4896
114.0	066°	TDZE	14
Chan 87		Apt Elev	15

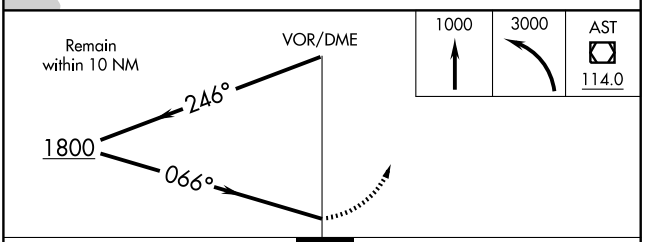
VOR RWY 8
ASTORIA RGNL (AST)

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 in AST VOR/DME holding pattern.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) L





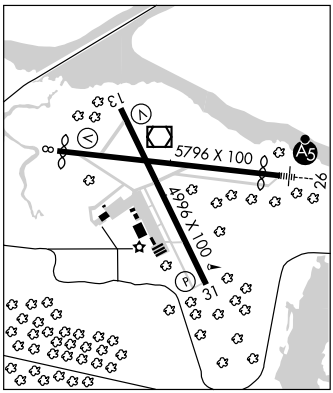


CATEGORY	A	B	C	D
S-8	660-1 646 (700-1)		660-1¾ 646 (700-1¾)	660-2 646 (700-2)
CIRCLING	660-1 645 (700-1)	760-1¼ 745 (800-1¼)	800-2¼ 785 (800-2¼)	900-3 885 (900-3)

REIL Rwy 8 L
REIL Rwy 13
MIRL Rwys 8-26 and 13-31 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ASTORIA RGNL (AST) 3 SW UTC−8(−7DT) N46°09.48′ W123°52.72′ **SEATTLE**
15 B S3 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE AST **H–1A, L–1C**
RWY 08–26: H5796X100 (ASPH) S–60, D–76, 2S–97, 2D–119 MIRL **IAP**
RWY 08: REIL. VASI(V4L)—GA 3.0° TCH 51′. Thld dsplcd 301′. Tree.
RWY 26: MALSR. Thld dsplcd 704′. Dike.
RWY 13–31: H4996X100 (ASPH) S–60, D–76, 2S–97, 2D–119 MIRL
RWY 13: REIL. VASI(V4L)—GA 3.0°TCH 54′. Berm.
RWY 31: PAPI(P4L)–GA 4.0° TCH 45′. Trees.

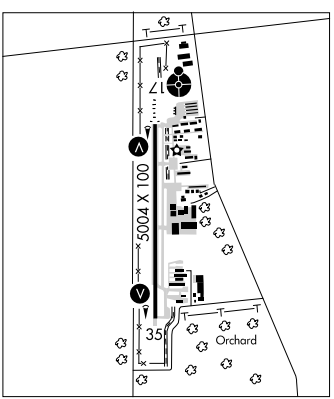


RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:	TORA–5796	TODA–5796	ASDA–5196	LDA–4896
RWY 13:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467
RWY 26:	TORA–5796	TODA–6096	ASDA–5496	LDA–4782
RWY 31:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467

AIRPORT REMARKS: Attended 1600–0100Z‡. For fuel outside normal working hours ctc fixed-base operator 503–861–1222. Migratory flocks of waterfowl on and in vicinity of arpt. High concentration helicopter operations in area. ACTIVATE MIRL Rwy 08–26 and Rwy 13–31, MALSR Rwy 26 and REIL Rwy 08—CTAF.
WEATHER DATA SOURCES: ASOS 135.375 (503) 861–1371. **HIWAS** 114.0 AST.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (Mc MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AST.
(L) VORW/DME 114.0 AST Chan 87 N46°09.70′ W123°52.82′ at fld. 10/19E. **HIWAS.**
VOR portion unusable:
019°–030° beyond 35 NM below 5500′
030°–045° beyond 30 NM below 5500′
045°–055° beyond 30 NM below 7500′
080°–100° beyond 34 NM below 6000′
120°–150° beyond 33 NM below 7000′
150°–170° beyond 36 NM below 7000′
170°–200° beyond 15 NM below 8000′
180°–210° beyond 10 NM below 3300′
180°–240° beyond 5 NM below 2000′
200°–210° beyond 20 NM below 8,000′
210°–240° beyond 30 NM below 6,000′
240°–320° beyond 12 NM below 2,000′
240°–320° beyond 25 NM below 5,000′
320°–330° beyond 30 NM below 5,500′
330°–360° beyond 20 NM below 5,500′
DME unusable:
075°–088° beyond 35 NM below 7,000′
330°–360° beyond 28 NM below 6,300′
KARPEN NDB (MHW) 201 PEN N46°08.37′ W123°35.24′ 255° 12.2 NM to fld. NDB unmonitored.
ILS 109.5 I–AST Rwy 26. Class IE.

AURORA STATE (UAO) 1 NW UTC−8(−7DT) N45°14.83′ W122°46.20′ **SEATTLE**
200 B S4 **FUEL** 100LL, JET A OX 1 TPA—1200(1000) NOTAM FILE UAO **H–1B, L–1B**
RWY 17–35: H5004X100 (ASPH–GRVD) S–30, D–45 MIRL **IAP**
RWY 17: ODALS. VASI(V4R)—GA 3.5° TCH 40′. Trees.
RWY 35: VASI(V4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1500–0500Z‡. Rwy 17 +30′ p–line 2100′ from thld, marked by balls. Parallel twy 35′ wide and has medium ints twy lgts. Rwy 17–35 has 150′ blast pad at south end. Rwy 35 calm wind rwy. Use only paved sfcs. Exercise caution, frequent straight–in instrument apch tfc to Rwy 17. ACTIVATE MIRL Rwy 17–35, VASI Rwy 17 and Rwy 35 and ODALS Rwy 17—CTAF.
WEATHER DATA SOURCES: ASOS 118.525 (503) 678–3011.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **PORTLAND APP/DEP CON** 126.0 **CLNC DEL** 119.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 105° 10.9 NM to fld. 1440/21E. **HIWAS.**
ILS/DME 111.15 I–UAO Chan 48(Y) Rwy 17. Class IA.
Loc only. DME unusable byd 15.2 NM blo 2500′.



HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

NW-1, 26 AUG 2010 to 23 SEP 2010

PORTLAND APP CON
124.35 299.2
PORTLAND INTL ATIS
128.35 269.9
PORTLAND-HILLSBORO ATIS
127.65

SEATTLE
116.8 SEA
Chan 115
N47°26.12'-W122°18.58'
L-1, H-1

10000
*9700
161°
(71)

R-360

HELNS
N46°15.42'
W122°18.58'

33

10000
180°
(11)

KRATR
N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .
PROP/TURBOPROP: Cross at and maintain 10,000'.
TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less.

BATTLE GROUND
116.6 BTG
Chan 113
N45°44.87'-W122°35.49'

7000
(22)

R-360

280°

110°

PORTLAND INTL

PORTLAND-HILLSBORO

PORTLAND-TROUTDALE

AURORA STATE

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....
.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....
LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.
LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

HELNS FOUR ARRIVAL

PORTLAND, OREGON

(HELNS.HELNS4) 03135

LOC/DME I-UAO	APP CRS	Rwy Idg	5004
111.15	169°	TDZE	200
Chan 48 (Y)		Apt Elev	200

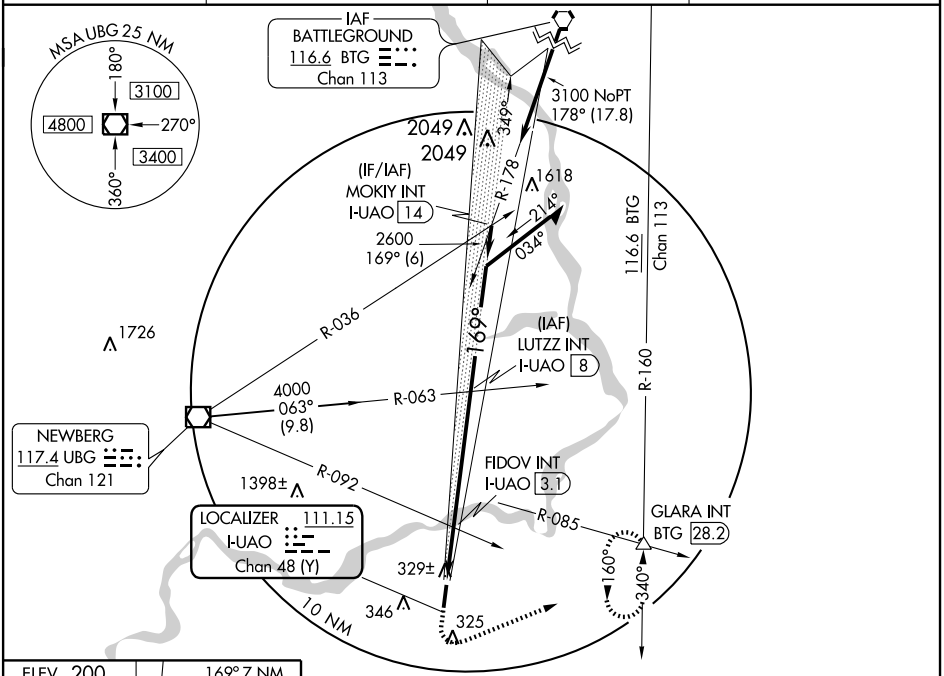
LOC RWY 17
AURORA STATE (UAO)

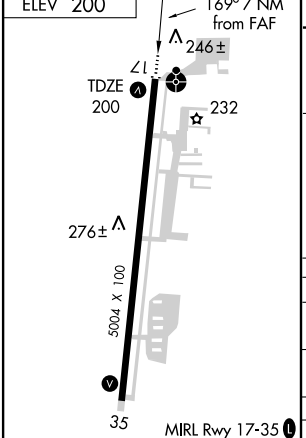
Inoperative table does not apply.

ODALS

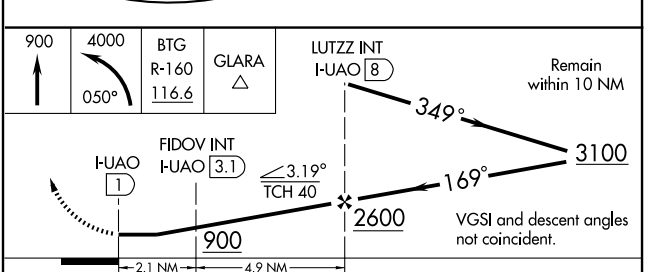
MISSED APPROACH: Climb to 900 then climbing left turn to 4000 via heading 050° and BTG R-160 to GLARA Int/ BTG 28.2 DME and hold. Continue climb-in-hold to 4000.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
118.525	126.0 284.6	119.95	122.7 (CTAF)





FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	6:59	4:40	3:29	2:47	2:19



CATEGORY	A	B	C	D
S-17	900-1 700 (700-1)		900-2 700 (700-2)	900-2¼ 700 (700-2¼)
CIRCLING	900-1 700 (700-1)		900-2 700 (700-2)	900-2¼ 700 (700-2¼)
FIDOV FIX MINIMUMS				
S-17	580-1 380 (400-1)			580-1¼ 380 (400-1¼)
CIRCLING	640-1 440 (500-1)	660-1 460 (500-1)	660-1½ 460 (500-1½)	760-2 560 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

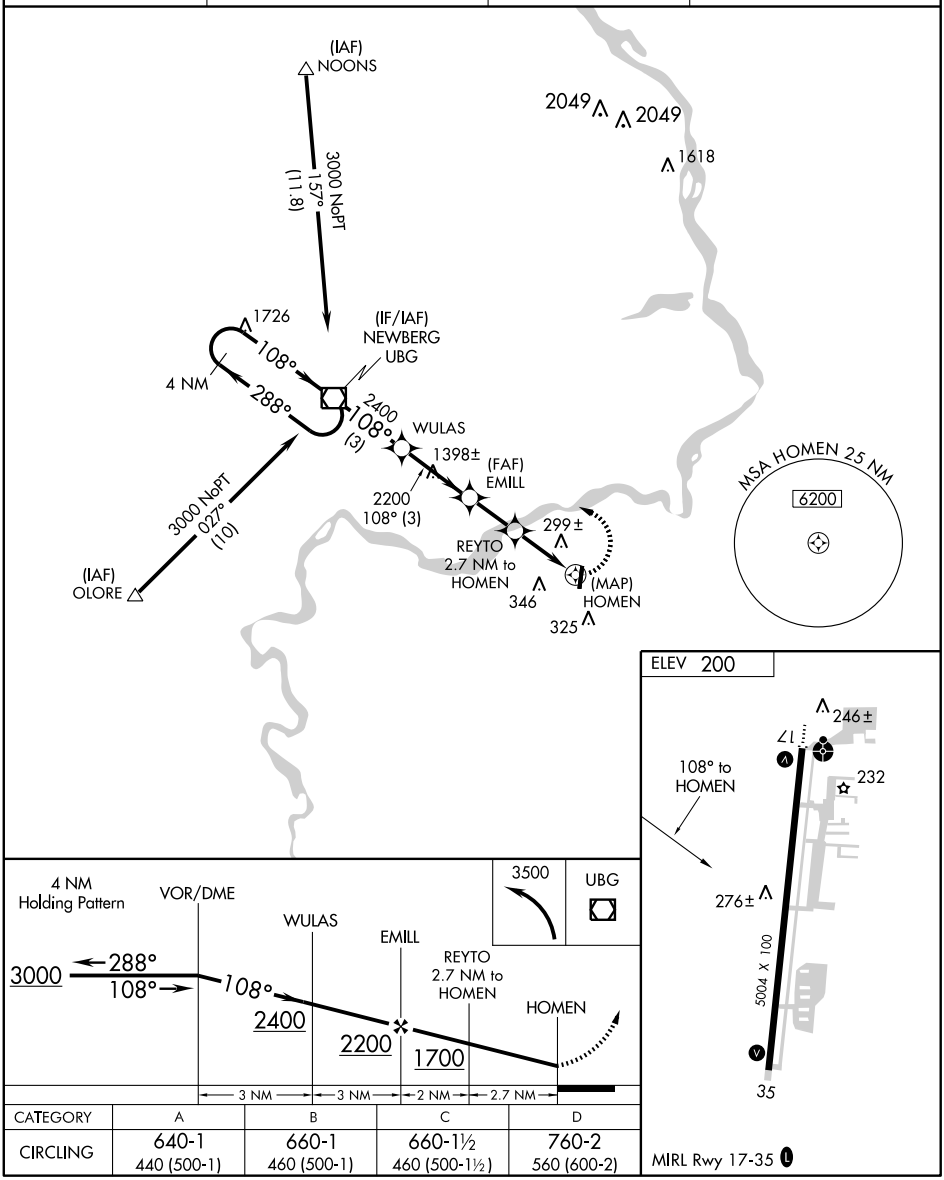
APP CRS	Rwy Idg	N/A
108°	TDZE	N/A
	Apt Elev	200

RNAV (GPS)-B
AURORA STATE (UAO)

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct UBG VOR/DME and hold.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
118.525	126.0 284.6	119.95	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	640-1 440 (500-1)	660-1 460 (500-1)	660-1½ 460 (500-1½)	760-2 560 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5004
CH 70308	169°	TDZE	200
W17A		Apt Elev	200

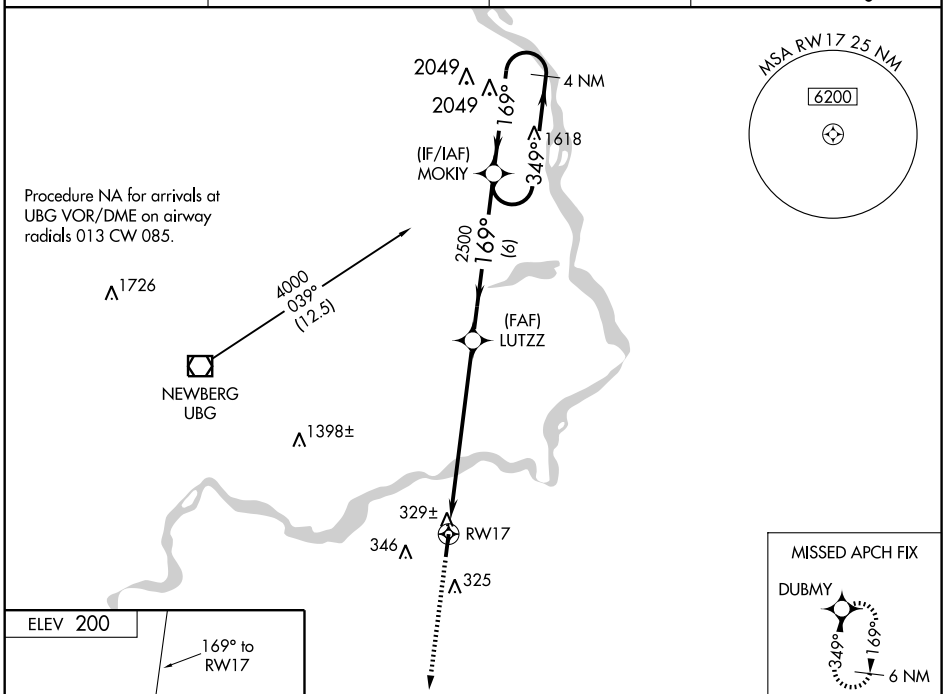
RNAV (GPS) RWY 17
AURORA STATE (UAO)

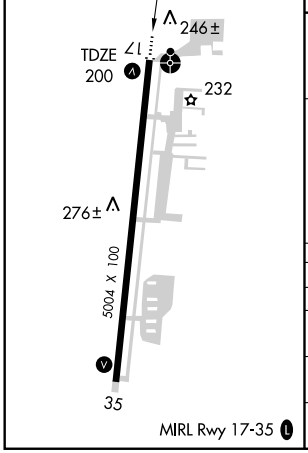
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Minnville Muni altimeter setting and increase all DA 42 feet and all MDA 60 feet; increase LPV, LNAV/VNAV visibilities all Cats. ¼ mile, increase LNAV visibility Cats. A/C/D ¼ mile, increase Circling visibilities Cats. A/C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Inoperative table does not apply. Visibility reduction by helicopters NA.

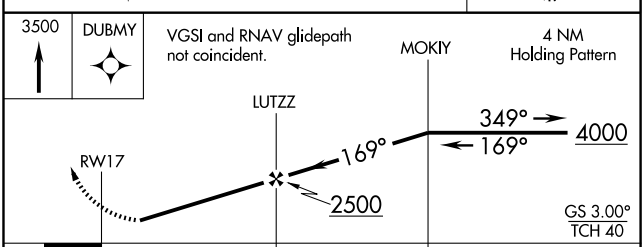
ODALS

MISSED APPROACH: Climb to 3500 direct DUBMY and hold, continue climb-in-hold to 3500.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
118.525	126.0 284.6	119.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	550-1¼ 350 (400-1¼)			
LNAV/VNAV DA	580-1¼ 380 (400-1¼)			
LNAV MDA	1060-1 860 (900-1)	1060-1¼ 860 (900-1¼)	1060-2½ 860 (900-2½)	1060-2¾ 860 (900-2¾)
CIRCLING	1060-1 860 (900-1)	1060-1¼ 860 (900-1¼)	1060-2½ 860 (900-2½)	1060-2¾ 860 (900-2¾)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

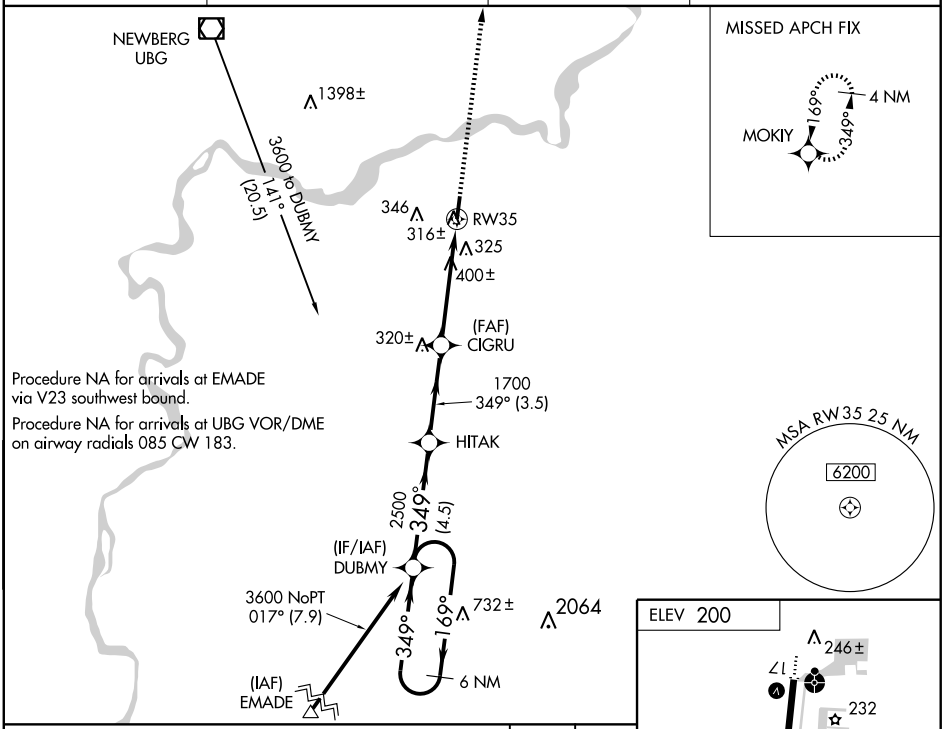
WAAS	APP CRS	Rwy Idg	5004
CH 77508	349°	TDZE	199
W35A		Apt Elev	200

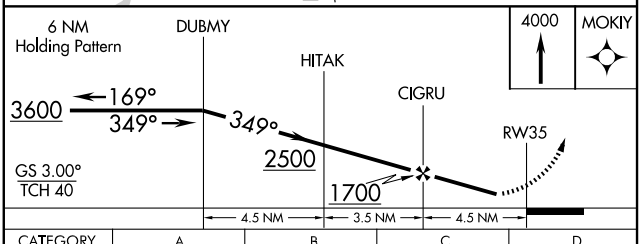
RNAV (GPS) RWY 35
AURORA STATE (UAO)

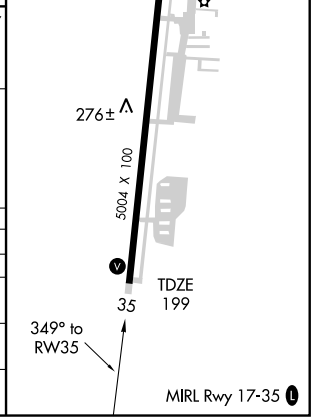
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Mc Minnville Muni altimeter setting and increase all DA 42 feet and MDA 60 feet; increase LPV, LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat D visibility to 1½. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Mc Minnville Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct MOKIY and hold, continue climb-in-hold to 4000.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
118.525	126.0 284.6	119.95	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	500-1 301 (300-1)			
LNAV/VNAV DA	604-1½ 405 (500-1½)			
LNAV MDA	700-1 501 (500-1)		700-1½ 501 (500-1½)	
CIRCLING	700-1 500 (500-1)		700-1½ 500 (500-1½)	760-2 560 (600-2)

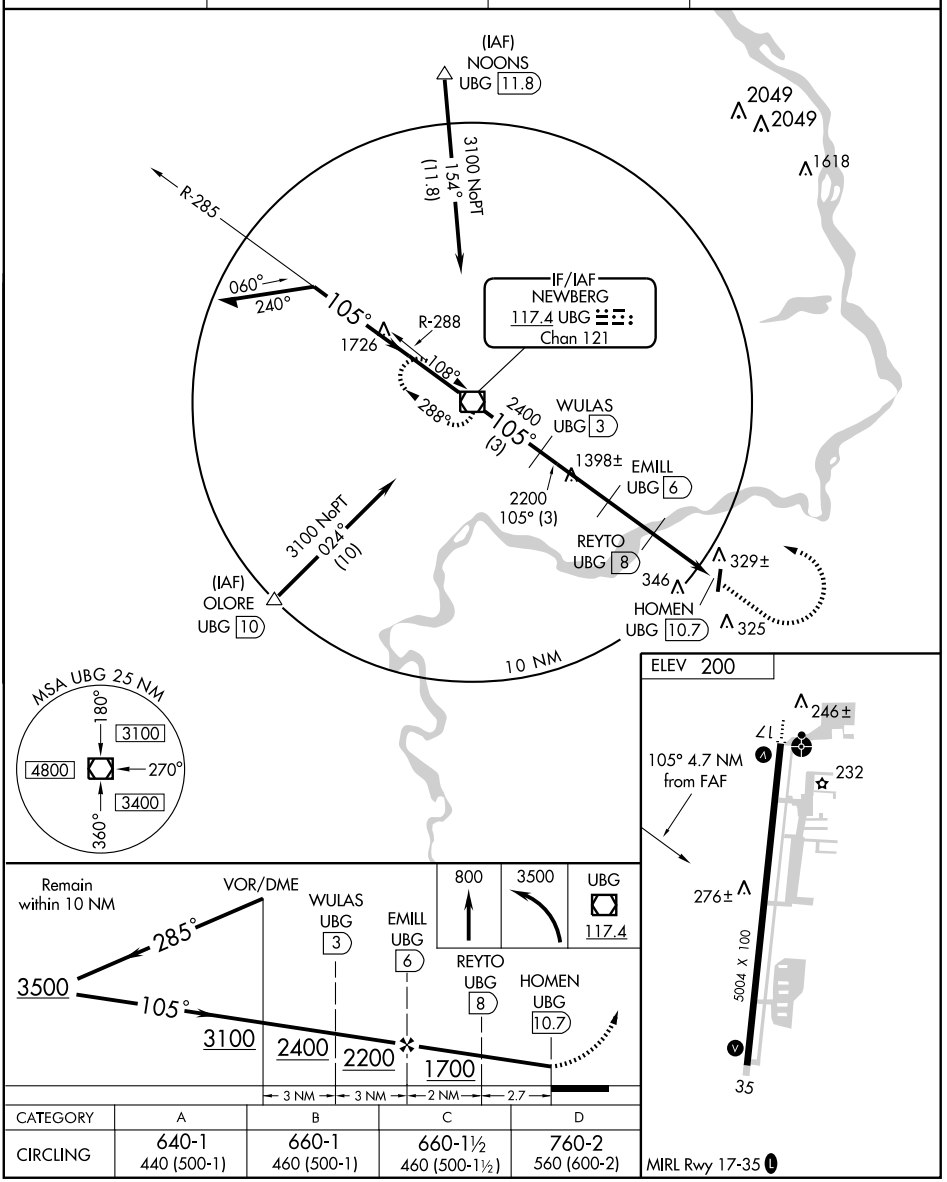
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME UBG 117.4 Chan 121	APP CRS 105°	Rwy Idg N/A TDZE N/A Apt Elev 200

VOR/DME-A
AURORA STATE (UAO)

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 direct UBG VOR/DME and hold.

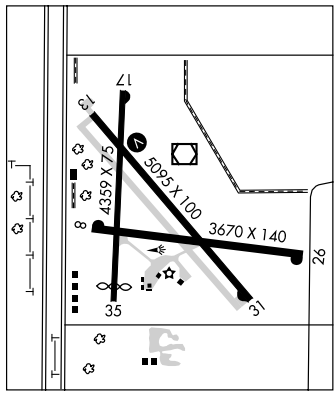
ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
118.525	126.0 284.6	119.95	122.7 (CTAF) L



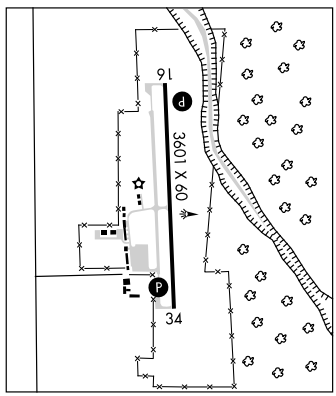
CATEGORY	A	B	C	D
CIRCLING	640-1 440 (500-1)	660-1 460 (500-1)	660-1½ 460 (500-1½)	760-2 560 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

BAKER CITY MUNI (BKE) 3 N UTC−8(−7DT) N44°50.24′ W117°48.55′ SEATTLE
3373 B S2 **FUEL** 100LL, JET A NOTAM FILE BKE H–1C, L–13B
RWY 13–31: H5095X100 (ASPH) S–50, D–65, 2S–82 MIRL IAP
RWY 13: VASI(V4L)—GA 3.0°TCH 55′. Trees. **RWY 31:** Road.
RWY 17–35: H4359X75 (ASPH) S–30
RWY 17: Trees. **RWY 35:** Thld dsplcd 397′.
RWY 08–26: H3670X140 (ASPH) S–30
RWY 08: Road.
RWY 26: P–line.
AIRPORT REMARKS: Attended dalgt hrs. Birds invof arpt. Rwy 08–26 and Rwy 17–35 no winter maintenance, CLOSED by snow. Rwy 08–26 has many large unsealed cracks, grass growing on rwy, standing water on surface. Rwy 13–31 parallel twy marked with reflectors. ACTIVATE MIRL Rwy 13–31 and VASI Rwy 13—CTAF.
WEATHER DATA SOURCES: ASOS 134.275 (541) 523–5412.
COMMUNICATIONS: CTAF/UNICOM 123.0
SALT LAKE CENTER APP/DEP CON 128.05
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE BKE.
(H) VORW/DME 115.3 BKE Chan 100 N44°50.44′ W117°48.47′ at fld. 3380/20E.
VOR/DME unusable:
005°–050° byd 30 NM blo 12,000′
110°–125° byd 15 NM blo 9,000′
110°–125° byd 30 NM blo 11,000′
125°–180° byd 15 NM all altitudes
180°–200° byd 15 NM blo 12,000′
200°–230° byd 15 NM all altitudes
230°–265° byd 15 NM blo 12,000′
230°–265° byd 20 NM all altitudes
265°–290° byd 15 NM blo 12,000′
265°–290° byd 30 NM all altitudes



BANDON STATE (SØ5) 2 SE UTC−8(−7DT) N43°05.19′ W124°24.47′ KLAMATH FALLS
122 B S4 **FUEL** 100LL TPA—1122(1000) NOTAM FILE MMV L–1A
RWY 16–34: H3601X60 (ASPH) S–12 MIRL
RWY 16: REIL. PAPI(P4L) TCH 45′. Trees.
RWY 34: REIL. PAPI(P4L) TCH 40′. Trees.
AIRPORT REMARKS: Attended 1500–0200Z‡. Deer invof arpt. Twy marked with blue reflectors. PAPI Rwy 16 OTS indef. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE OTH.
NORTH BEND (L) VORTACW 112.1 OTH Chan 58 N43°24.93′ W124°10.11′ 190° 22.4 NM to fld. 707/18E. **HIWAS.**



BANKS N45°37.82′ W123°02.75′ NOTAM FILE HIO. SEATTLE
NDB (MHW) 356 PND 122° 6.7 NM to Portland–Hillsboro L–1C

BEAVER MARSH STATE (2S2) 1 SW UTC−8(−7DT) N43°07.74′ W121°49.07′ KLAMATH FALLS
4638 TPA—5638(1000) NOTAM FILE MMV
RWY 18–36: 4500X60 (DIRT)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. CLOSED winter months. Rwy 18–36 15′ rwy width usable in center. Rwy 18–36 dirt surface loose and powdery, creates clouds of dust, loose rocks on surface, rough.
COMMUNICATIONS: CTAF 122.9

BEAVER MOUNTAIN N44°35.21′ W117°47.26′ SEATTLE
RCO 122.4 (MC MINNVILLE RADIO) H–1C, L–13B

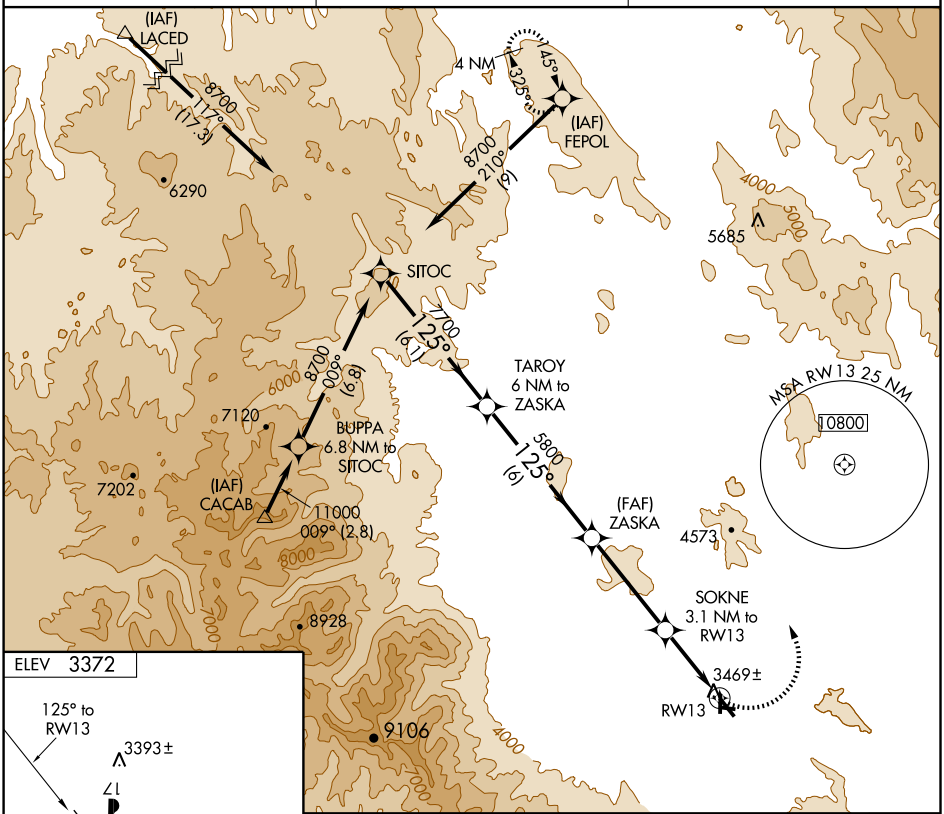
APP CRS	Rwy Idg	5095
125°	TDZE	3370
	Apt Elev	3372

RNAV (GPS) RWY 13
BAKER CITY MUNI (BKE)

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 9000 direct FEPOL and hold.

ASOS	SALT LAKE CENTER	UNICOM
134.275	128.05 387.15	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4080-1	710 (800-1)	4080-2 710 (800-2)	4080-2¼ 710 (800-2¼)
CIRCLING	4080-1	708 (800-1)	4080-2 708 (800-2)	4220-2¾ 848 (900-2¾)

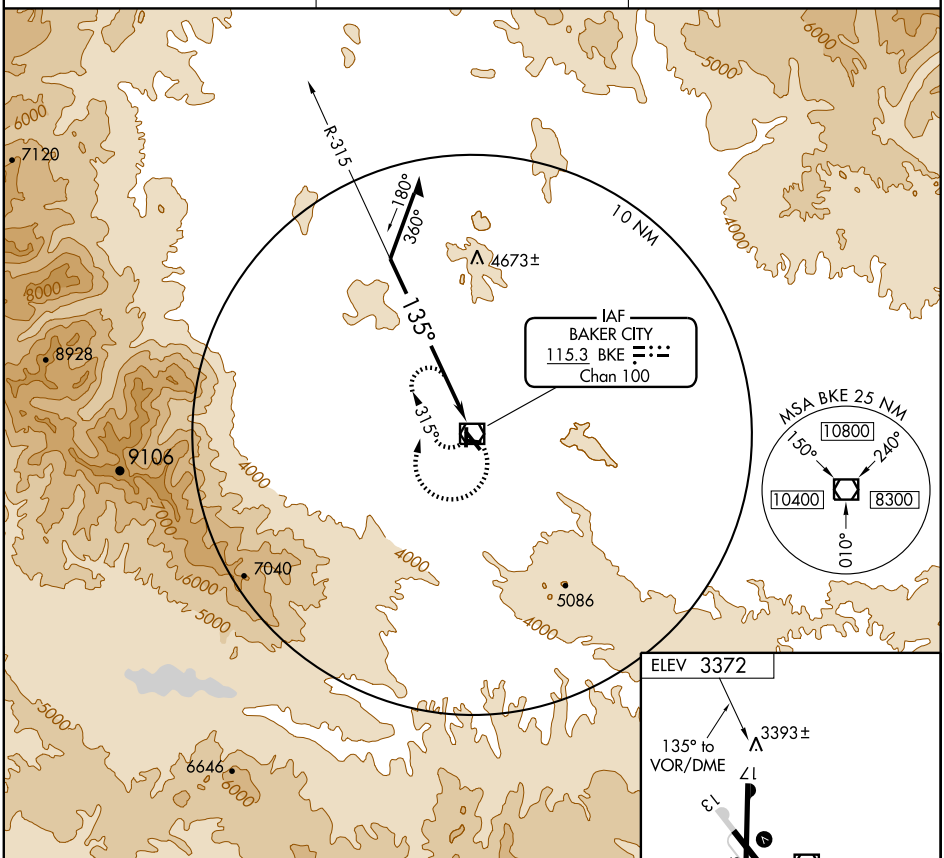
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

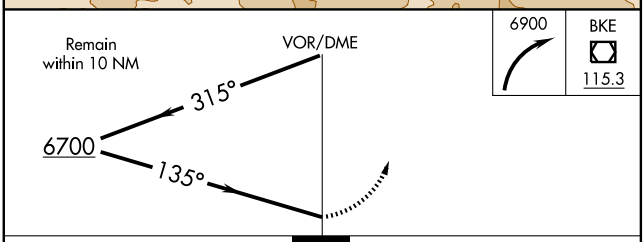
VOR/DME BKE 115.3 Chan 100	APP CRS 135°	Rwy Idg N/A TDZE N/A Apt Elev 3372

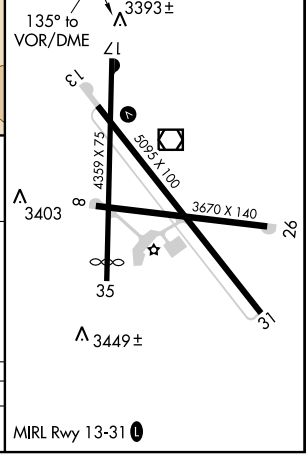
VOR-A
BAKER CITY MUNI (BKE)

MISSED APPROACH: Climbing right turn to 6900 in BKE VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
134.275	128.05 387.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	5200-1¼ 1828 (1900-1¼)	5200-1½ 1828 (1900-1½)	5200-3 1828 (1900-3)	

MIRL Rwy 13-31 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

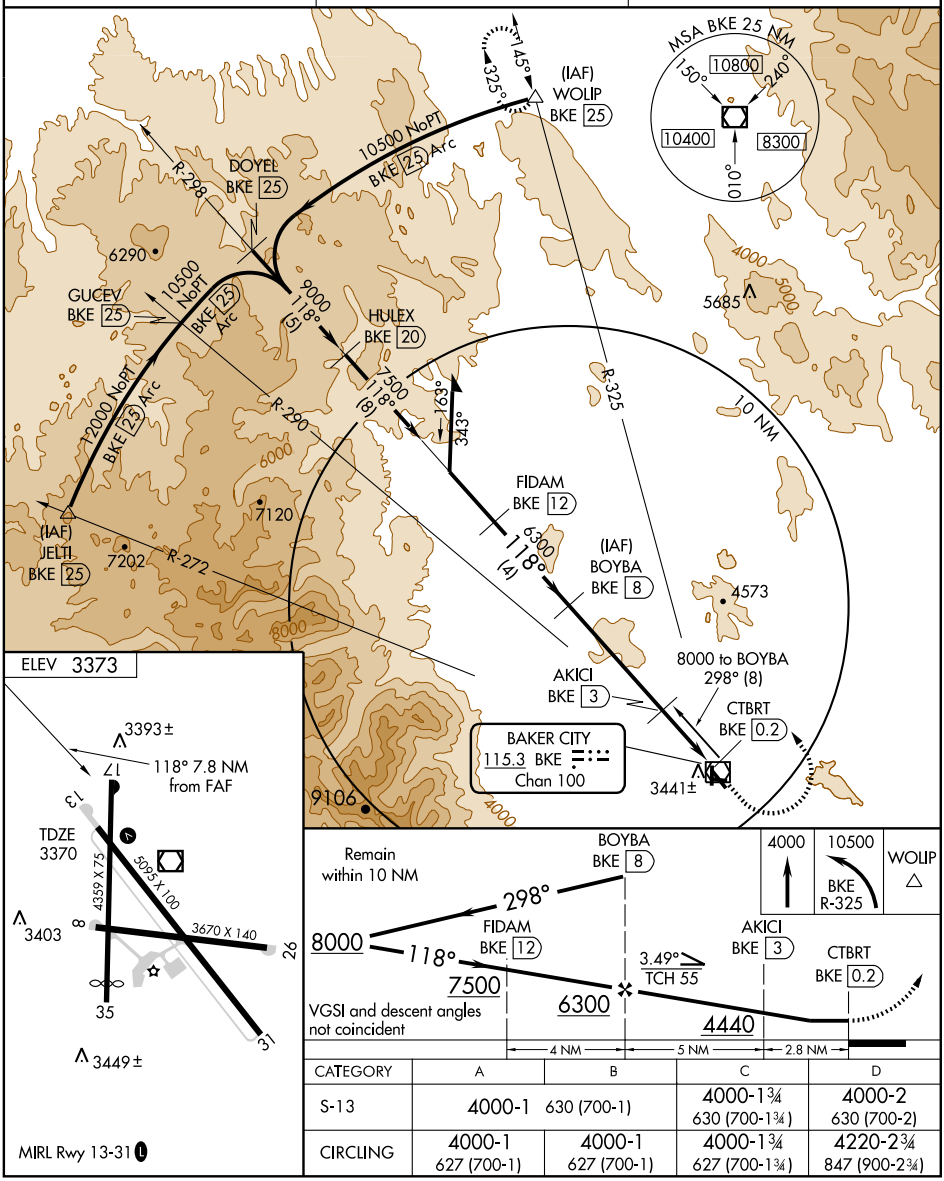
VOR/DME BKE 115.3 Chan 100	APP CRS 118°	Rwy Idg 5095 TDZE 3370 Apt Elev 3373

VOR/DME RWY 13

BAKER CITY MUNI (BKE)

MISSED APPROACH: Climb to 4000 then climbing left turn to 10500 via BKE R-325 to WOLIP and hold.

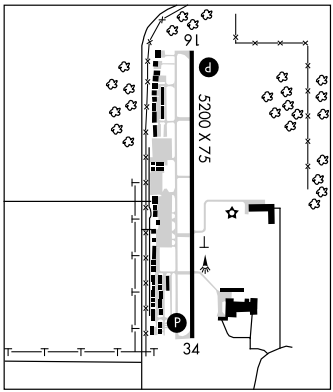
ASOS	SALT LAKE CENTER	UNICOM
134.275	128.05 387.15	123.0 (CTAF) L



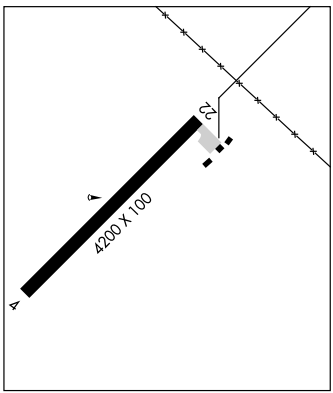
CATEGORY	A	B	C	D
S-13	4000-1 630 (700-1)		4000-1¾ 630 (700-1¾)	4000-2 630 (700-2)
CIRCLING	4000-1 627 (700-1)	4000-1 627 (700-1)	4000-1¾ 627 (700-1¾)	4220-2¾ 847 (900-2¾)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

BEND MUNI (BDN) 5 NE UTC−8(−7DT) N44°05.67′ W121°12.01′ KLAMATH FALLS
3460 B S2 **FUEL** 100LL, JET A 0X 1, 3, 4 TPA—4460(1000) NOTAM FILE MMV H–1B, L–13A
RWY 16–34: H5200X75 (ASPH) S–30 MIRL 1.0% up SE IAP
RWY 16: PAPI(P4L)—GA 3.0° TCH 39′. Road.
RWY 34: PAPI(P4L)—GA 3.0° TCH 44′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1530–0200Z‡, Sat–Sun 1600–0100Z‡. Glider opr on and invof arpt. Calm wind rwy is Rwy 16. Noise abatememt procedures in effect, call FBO at 541–388–0019. Twy parallel to Rwy 16–34 marked by reflectors. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 134.425 (541) 382–1477.
COMMUNICATIONS: CTAF/UNICOM 123.0
SEATTLE CENTER APP/DEP CON 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 137° 10.5 NM to fld. 4101/18E. **HIWAS.**



BOARDMAN (M5Ø) 4 SW UTC−8(−7DT) N45°48.89′ W119°49.23′ SEATTLE
396 NOTAM FILE MMV L–13A
RWY 04–22: H4200X100 (ASPH) S–30 MIRL
RWY 22: Rgt tfc.
AIRPORT REMARKS: Unattended. Telephone avbl. ACTIVATE MIRL Rwy 04–22—122.9.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.
PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 261° 37.7 NM to fld. 1559/20E. **HIWAS.**

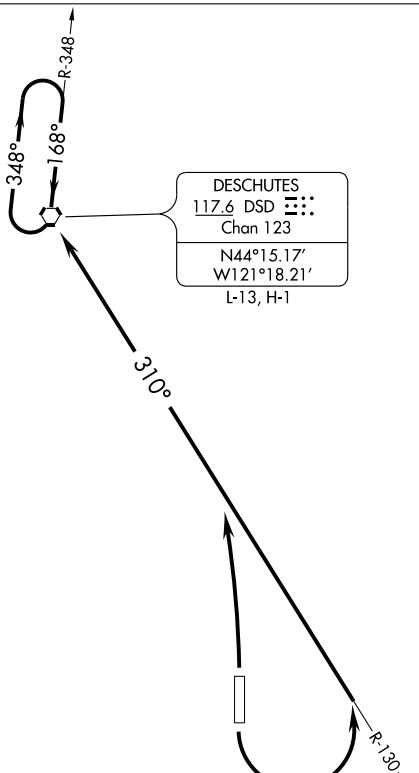


BODEY N44°18.48′ W121°01.14′ NOTAM FILE RDM. KLAMATH FALLS
NDB (HW/LOM) 411 RD 222° 6.5 NM to Roberts Fld. L–13A
NDB unusable 091°–111° byd 25 NM blo 14000′.

BROOKINGS (BOK) 1 NE UTC−8(−7DT) N42°04.47′ W124°17.41′ KLAMATH FALLS
459 B **FUEL** 100LL, JET A TPA—1459(1000) NOTAM FILE 4BK
RWY 12–30: H2900X60 (ASPH) S–11 MIRL
RWY 12: PAPI(P2L)—GA 4.0° TCH 40′. Trees. Rgt tfc. **RWY 30:** PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended continuously. ACTIVATE MIRL Rwy 12–30 and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 132.025 (541) 412–8682.
COMMUNICATIONS: CTAF/UNICOM 122.8

BEND ONE DEPARTURE (OBSTACLE)

SEATTLE CENTER
128.15 257.75
CTAF 123.0



TAKE-OFF MINIMUMS

Rwys 16, 34: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees beginning 75′ from DER, 412′ left of centerline, up to 43′ AGL/3572′ MSL.
Trees beginning 432′ from DER, 5′ right of centerline, up to 37′ AGL/3541′ MSL.
Terrain beginning 27′ from DER, 197′ right of centerline, up to 3469′ MSL.
Road 1′ from DER, 414′ left of centerline, 17′ AGL/3466′ MSL.

Rwy 34: Trees beginning 306′ from DER, 178′ left of centerline, up to 25′ AGL/3436′ MSL.
Road beginning 460′ from DER, 414′ left of centerline, up to 17′ AGL/3425′ MSL.
Bush 94′ from DER, 443′ left of centerline, 4′ AGL/3407′ MSL.
Terrain beginning 1′ from DER, 147′ left of centerline, up to 3408′ MSL.
Trees beginning 52′ from DER, 252′ right of centerline, up to 39′ AGL/3429′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climbing left turn to intercept DSD R-130 to DSD VORTAC, Thence . . . .

TAKE-OFF RUNWAY 34: Climbing left turn to intercept the DSD R-130 to DSD VORTAC, Thence . . . .

. . . . Climb in DSD VORTAC holding pattern to cross DSD VORTAC at or above the MEA/MCA for the route of flight.

NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 34

BEND MUNI (BDN)

APP CRS	Rwy Idg	5200
326°	TDZE	3460
	Apt Elev	3460

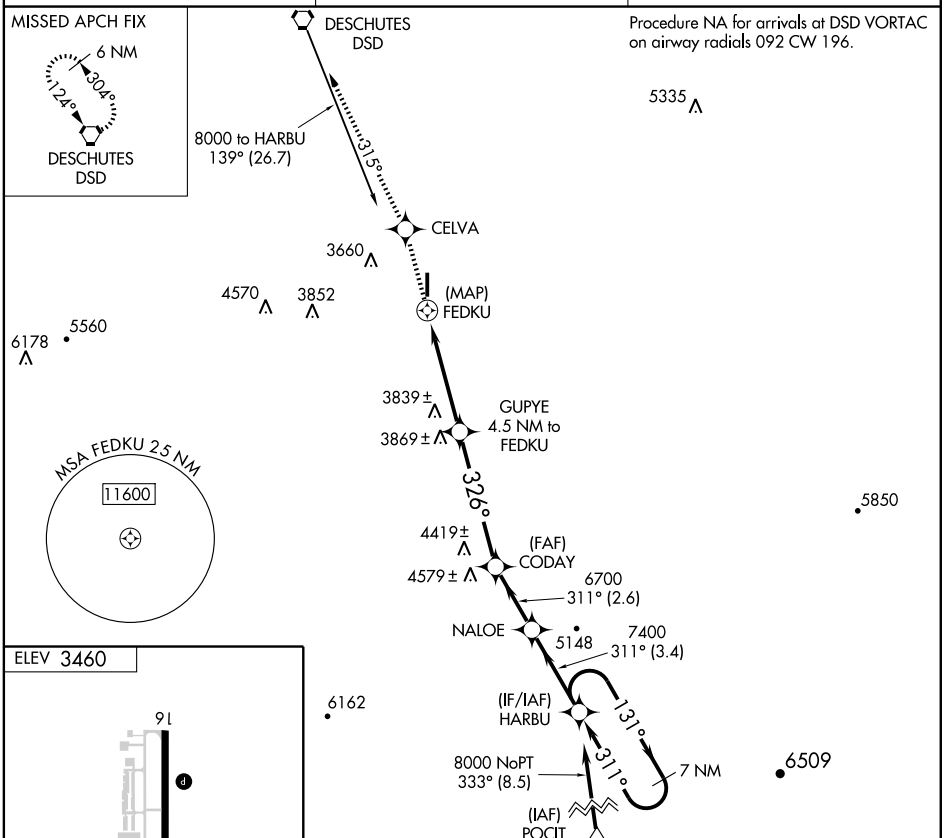
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 80 feet, LNAV Cats C/D visibility ¼ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 6000 direct CELVA and via 315° track to DESCHUTES VORTAC and hold

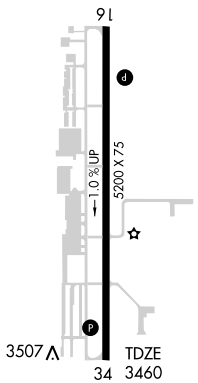
AWOS-3	SEATTLE CENTER	UNICOM
134.425	128.15 257.75	123.0 (CTAF) L

MISSED APCH FIX

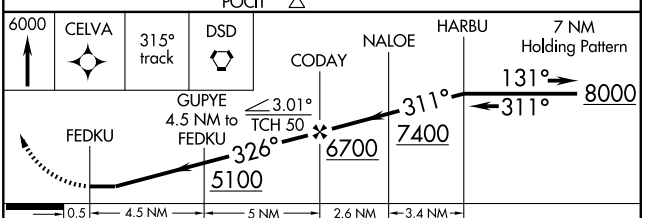
Procedure NA for arrivals at DSD VORTAC on airway radials 092 CW 196.



ELEV 3460



MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	4100-1	640 (700-1)	4100-1¾ 640 (700-1¾)	4100-2 640 (700-2)
CIRCLING	4100-1	640 (700-1)	4100-1¾ 640 (700-1¾)	4100-2 640 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5200
150°	TDZE	3432
	Apt Elev	3460

RNAV (GPS) Y RWY 16

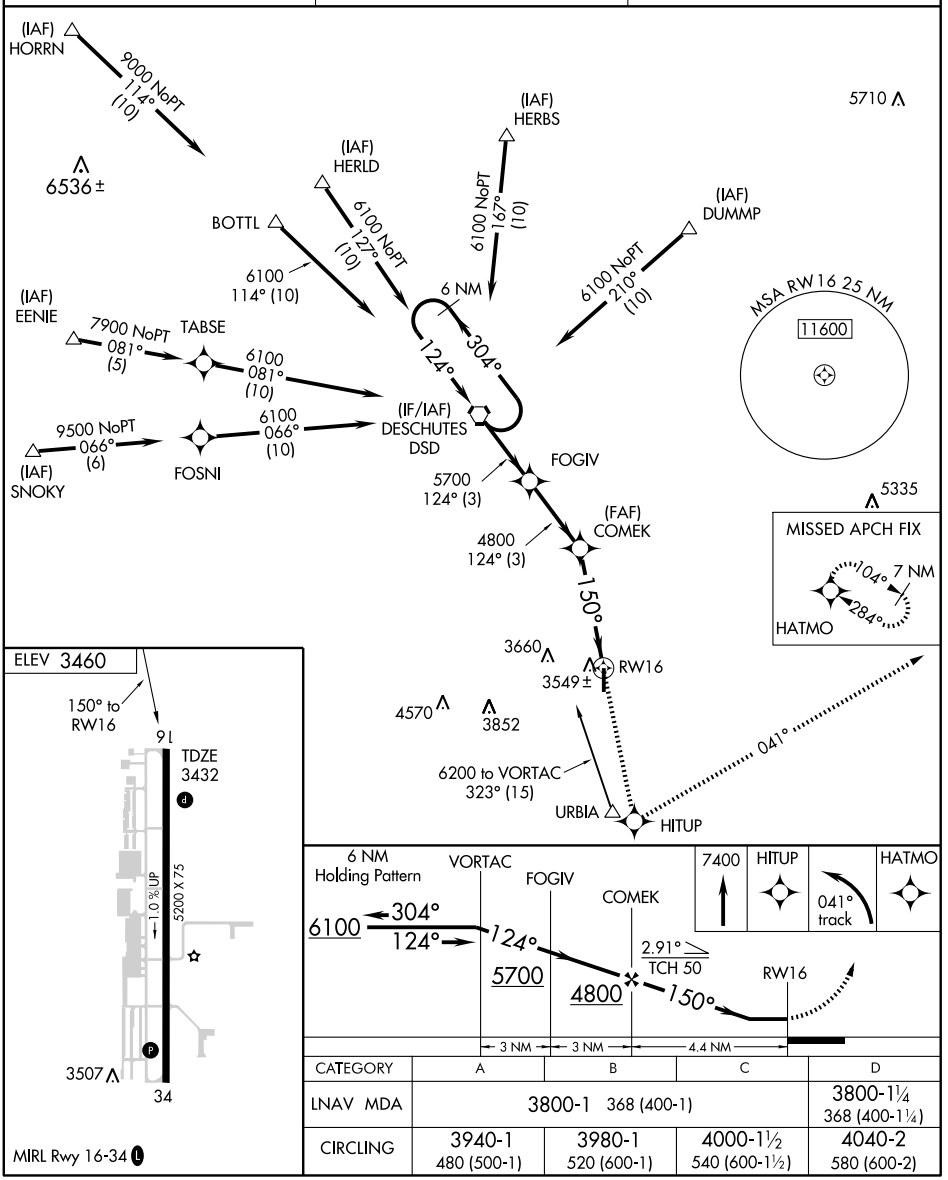
BEND MUNI (BDN)

T
NA

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 80 feet, and LNAV Cats C/D visibility ¼ mile, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 7400 direct HITUP and left turn via 041° track to HATMO and hold, continue climb-in-hold to 7400.

AWOS-3	SEATTLE CENTER	UNICOM
134.425	128.15 257.75	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3800-1 368 (400-1)			3800-1¼ 368 (400-1¼)
CIRCLING	3940-1 480 (500-1)	3980-1 520 (600-1)	4000-1½ 540 (600-1½)	4040-2 580 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 5200
CH 81906	161°	TDZE 3432
W16A		Apt Elev 3460

RNAV (GPS) Z RWY 16

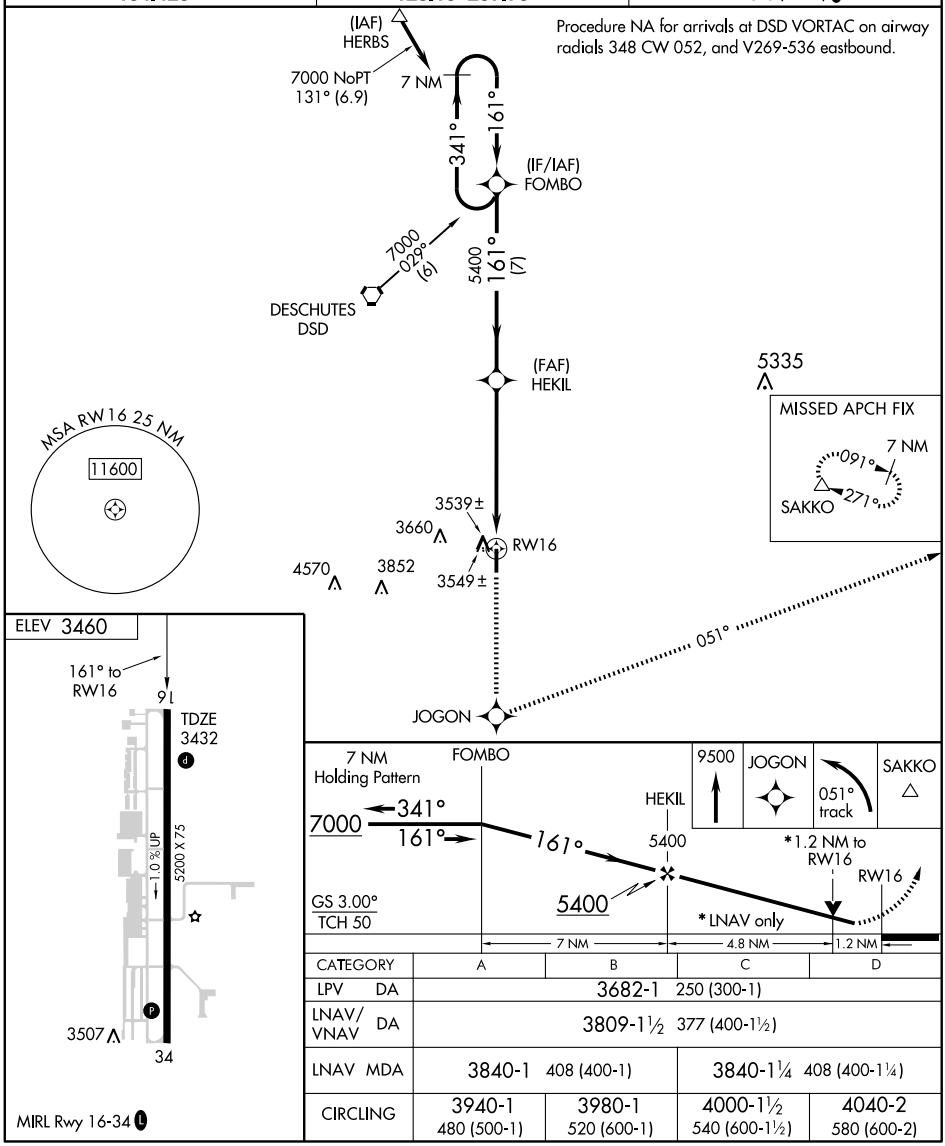
BEND MUNI (BDN)

When local altimeter setting not received, use Redmond altimeter setting and increase all DA/MDAs by 80 feet, LPV visibilities ¼ mile all Cats, LNAV/VNAV visibilities ¼ mile all Cats, LNAV Cat D visibility ¼ mile, and circling Cat C visibility ¼ mile.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 42°C (107°F).
DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9500 direct JOGON and left turn via 051° track to SAKKO and hold, continue climb-in-hold to 9500.

AWOS-3	SEATTLE CENTER	UNICOM
134.425	128.15 257.75	123.0 (CTAF) L

Procedure NA for arrivals at DSD VORTAC on airway radials 348 CW 052, and V269-536 eastbound.



CATEGORY	A	B	C	D
LPV DA	3682-1 250 (300-1)			
LNAV/VNAV DA	3809-1½ 377 (400-1½)			
LNAV MDA	3840-1 408 (400-1)		3840-1¼ 408 (400-1¼)	
CIRCLING	3940-1 480 (500-1)	3980-1 520 (600-1)	4000-1½ 540 (600-1½)	4040-2 580 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC DSD	APP CRS	Rwy Idg	5200
117.6	136°	TDZE	3432
Chan 123		Apt Elev	3460

VOR/DME RWY 16

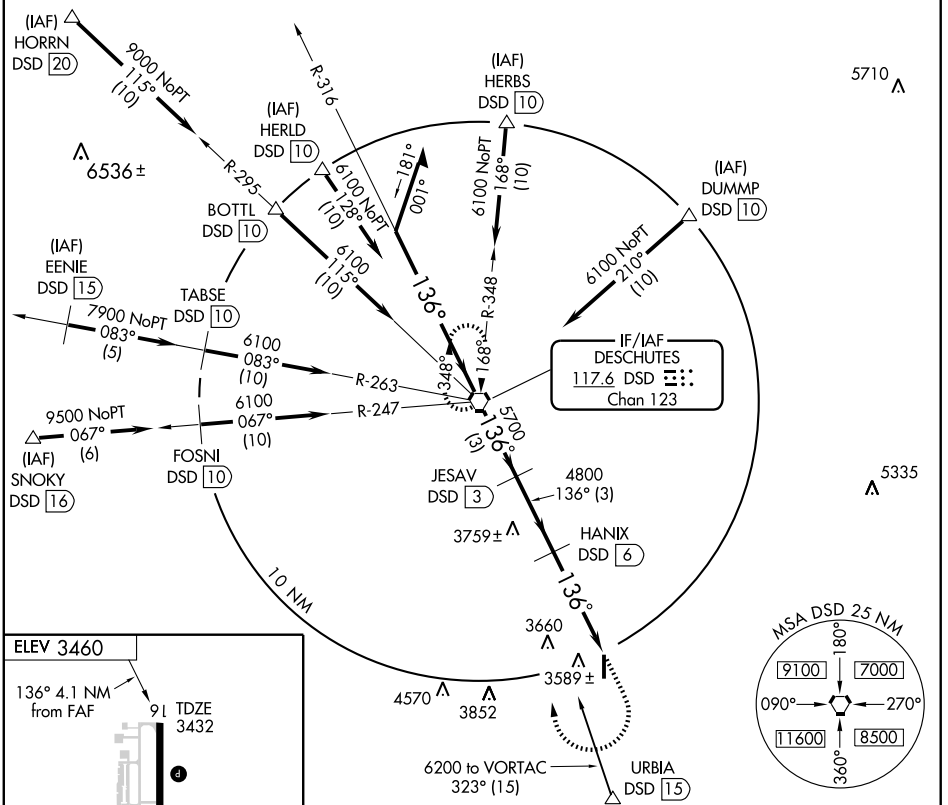
BEND MUNI (BDN)

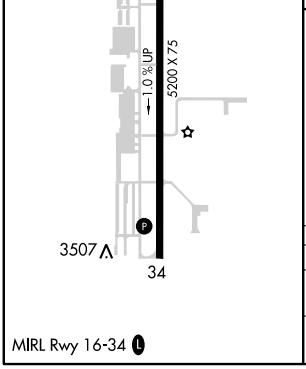
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A NA

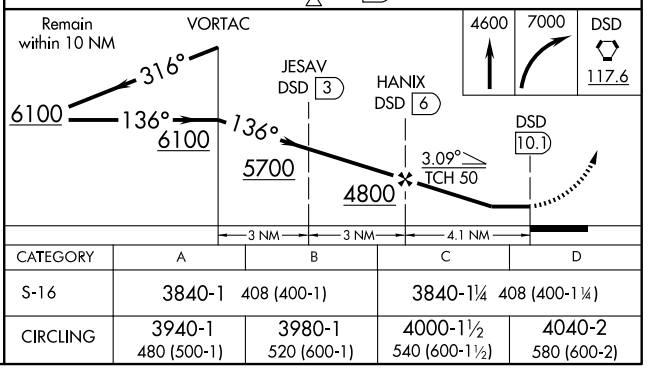
When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 80 feet, increase S-16 Cat D visibility ¼ mile, and circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4600 then climbing right turn to 7000 direct DSD VORTAC and hold.

AWOS-3	SEATTLE CENTER	UNICOM
134.425	128.15 257.75	123.0 (CTAF) L



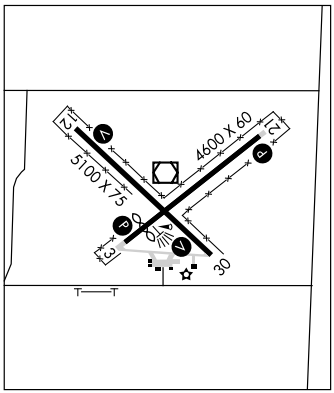




CATEGORY	A	B	C	D
S-16	3840-1 408 (400-1)		3840-1¼ 408 (400-1¼)	
CIRCLING	3940-1 480 (500-1)	3980-1 520 (600-1)	4000-1½ 540 (600-1½)	4040-2 580 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

BURNS MUNI (BNO) 5 E UTC−8(−7DT) N43°35.52′ W118°57.33′ KLAMATH FALLS
4148 B S4 **FUEL** 100LL, JET A NOTAM FILE BNO H–1B, L–11A
RWY 12–30: H5100X75 (ASPH) S–30, D–50, 2D–90 MIRL IAP
RWY 12: REIL. VASI(V2L)—GA 3.0° TCH 45′.
RWY 30: REIL. VASI(V2L)—GA 3.0° TCH 45′. Road.
RWY 03–21: H4600X60 (CONC) S–30 MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 600′. P–lines.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Mon–Sat 1600–0200Z‡. Self serve card lock fuel avbl 24 hrs. Flocks of large birds in vicinity of arpt Feb–May and Sep–Oct. Bottle oxygen obtainable-½ hr. Rwy 21 PAPI OTS indef. ACTIVATE MIRL Rwys 03–21 and 12–30, PAPI Rwys 03 and 21, VASI Rwys 12 and 30, and REIL Rwys 03, 21, 12 and 30—CTAF.
WEATHER DATA SOURCES: ASOS 135.575 (541) 573–1382.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (MC MINNVILLE RADIO)
AIRSPACE: CLASS E svc 1500–2300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BNO.
WILDHORSE (L) VORW/DME 113.8 ILR Chan 85 N43°35.59′ W118°57.30′ at fld. 4140/18E.

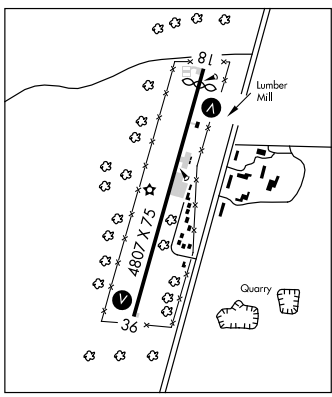


CAPE BLANCO STATE (See DENMARK)

CASCADE LOCKS STATE (CZK) 1 NE UTC−8(−7DT) N45°40.62′ W121°52.73′ SEATTLE
151 TPA—1151(1000) NOTAM FILE CZK
RWY 06–24: H1800X30 (ASPH) S–4
RWY 06: Tree. **RWY 24:** Road. Rgt tfc.
AIRPORT REMARKS: Unattended. Owner advises ctc Oregon Dept. of Aviation 503–378–4880 prior to use. Unlighted powerlines 3NM SW of arpt.
COMMUNICATIONS: CTAF 122.9

CAVE JUNCTION

ILLINOIS VALLEY (3S4) 4 SW UTC−8(−7DT) N42°06.22′ W123°40.95′ KLAMATH FALLS
1394 B TPA—2394(1000) NOTAM FILE MMV L–2I
RWY 18–36: H4807X75 (ASPH) S–20, D–30 LIRL
RWY 18: VASI(V2L)—GA 4.0° TCH 50′. Thld dsplcd 125′. Road.
RWY 36: VASI(V2L)—GA 4.5° TCH 49′. Trees.
AIRPORT REMARKS: Unattended. Frequent ultra–light activity. Rwy 18 and Rwy 36 VASI out of svc indefinitely. Rwy 36 designated calm wind rwy. ACTIVATE LIRL Rwy 18–36, VASI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.
CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77′ W124°14.44′ 033° 31.7 NM to fld. 54/19E.



CHEHALEM AIRPARK (See NEWBERG)

APP CRS	Rwy Idg	5100
297°	TDZE	4148
	Apt Elev	4148

RNAV (GPS) RWY 30

BURNS MUNI (BNO)

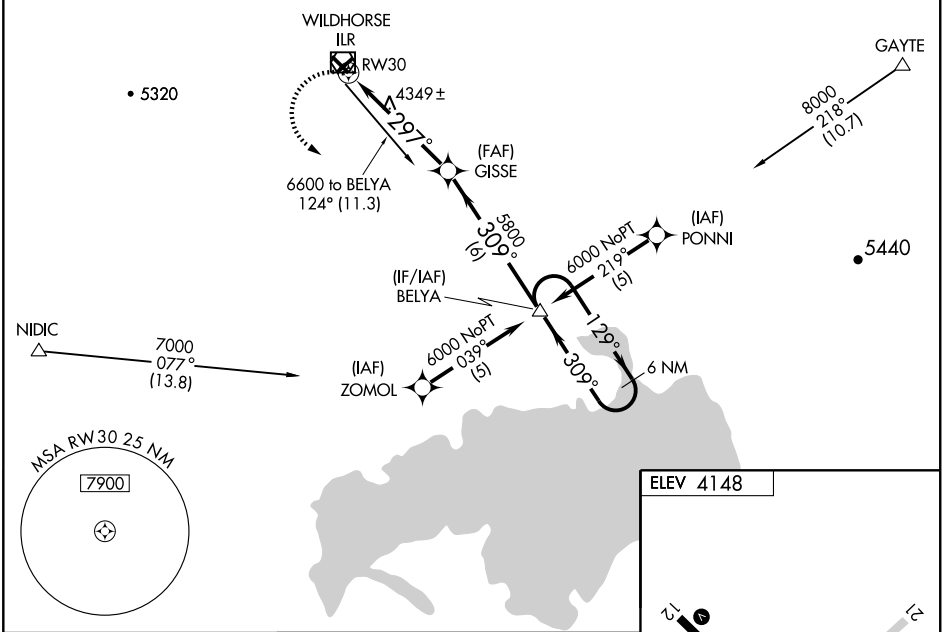
NA

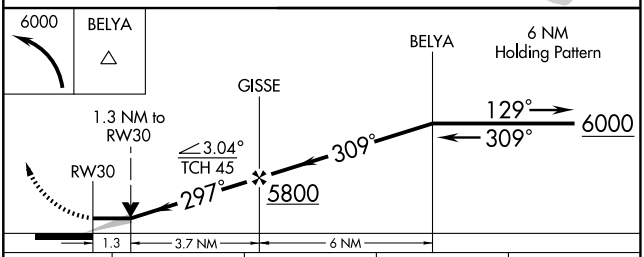
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 6000 direct BELYA and hold.

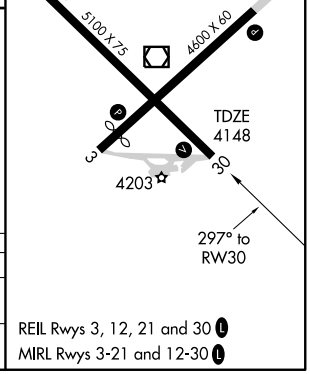
ASOS	MC MINNVILLE RADIO	UNICOM
135.575	122.5	122.8 (CTAF) L

Procedure NA for arrival at NIDIC via V357 southwestbound.
Procedure NA for arrival at GAYTE via V330 eastbound.
NoPT for arrival at ILR VOR/DME via V497 northwestbound.





CATEGORY	A	B	C	D
LNAV MDA	4600-1 452 (500-1)		4600-1¼ 452 (500-1¼)	4600-1½ 452 (500-1½)
CIRCLING	4600-1 452 (500-1)	4680-1 532 (600-1)	4680-1½ 532 (600-1½)	4720-2 572 (600-2)



REIL Rwys 3, 12, 21 and 30 L
MIRL Rwys 3-21 and 12-30 L

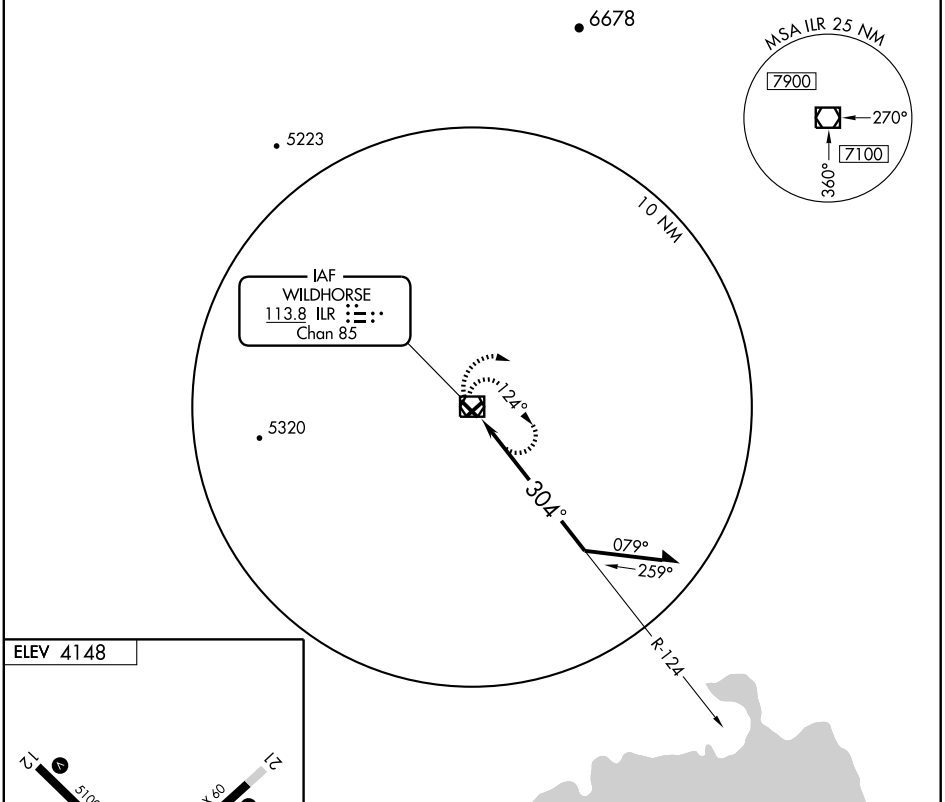
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

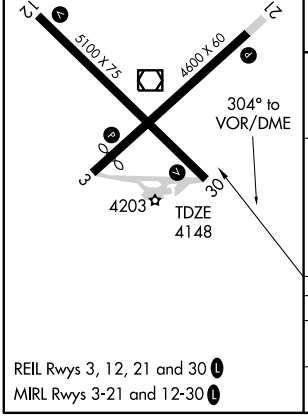
VOR/DME ILR	APP CRS	Rwy Idg	5100
113.8	304°	TDZE	4148
Chan 85		Apt Elev	4148

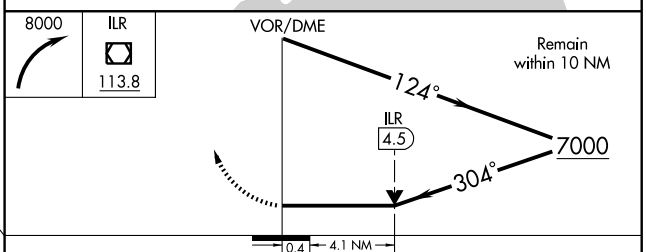
VOR RWY 30
BURNS MUNI (BNO)

MISSED APPROACH: Climbing right turn to 8000 in ILR VOR/DME holding pattern.

ASOS	MC MINNVILLE RADIO	UNICOM
135.575	122.5	122.8 (CTAF) L





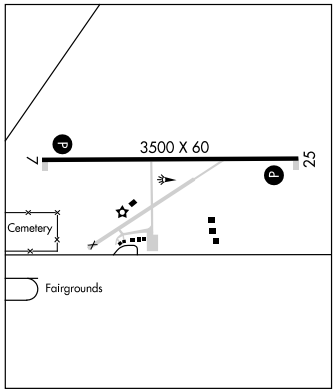


CATEGORY	A	B	C	D
S-30	5500-1¼ 1352 (1400-1¼)	5500-1½ 1352 (1400-1½)	5500-3 1352 (1400-3)	
CIRCLING	5500-1¼ 1352 (1400-1¼)	5500-1½ 1352 (1400-1½)	5500-3 1352 (1400-3)	

REIL Rwys 3, 12, 21 and 30 L
MIRL Rwys 3-21 and 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

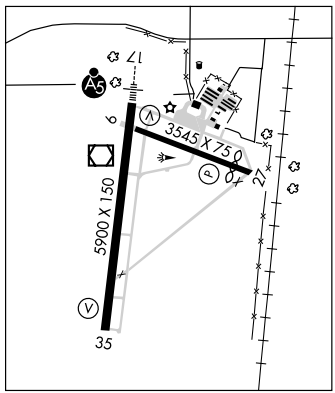
CONDON STATE PAULING FLD (3S9) 1 NE UTC−8(−7DT) N45°14.79′ W120°09.99′ **SEATTLE**
2911 B TPA—3911(1000) NOTAM FILE MMV **L–13A**
RWY 07–25: H3500X60 (CONC) S–12 MIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Ground.
AIRPORT REMARKS: Unattended. Heavy agricultural ops Feb–Jun. Tmpry tie–down area/gravel parking apron clsd. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.
KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81′ W121°06.05′ 104° 48.4 NM to fld. 3220/21E.
HIWAS.



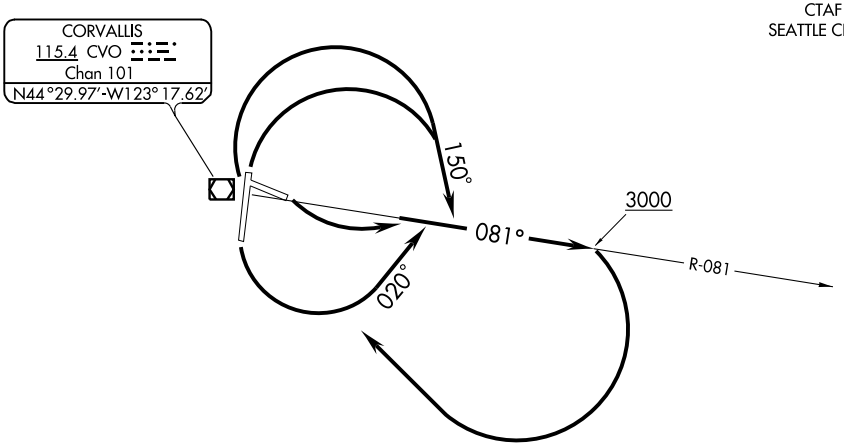
CORNELIUS

SKYPORT (4S4) 3 N UTC−8(−7DT) N45°34.96′ W123°03.17′ **SEATTLE**
174 NOTAM FILE MMV
RWY 16–34: 2000X45 (TURF–GRVL)
RWY 16: Trees. Rgt tfc. **RWY 34:** Thld dsplcd 200′. Road.
AIRPORT REMARKS: Attended 1400–0400Z‡. Helicopter and Ultralight ops prohibited. Rwy 16–34 rwy ends marked with half barrels. Rwy 34 dsplcd thld marked with ''L'' shaped boards.
COMMUNICATIONS: CTAF 122.9

CORVALLIS MUNI (CVO) 4 SW UTC−8(−7DT) N44°29.83′ W123°17.37′ **KLAMATH FALLS**
250 B S4 **FUEL** 100LL, JET A OX 1, 2, 3 TPA—1050(800) NOTAM FILE CVO **H–1A, L–1B**
RWY 17–35: H5900X150 (ASPH) S–35, D–73, 2S–127, 2D–100 MIRL **IAP**
RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 50′.
RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 51′.
RWY 09–27: H3545X75 (ASPH) S–51, D–65, 2S–127, 2D–100 MIRL
RWY 27: PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 199′. Railroad.
AIRPORT REMARKS: Attended 1600Z‡–dusk. Migratory waterfowl and other birds on and in the vicinity of arpt. Heavy–lift helicopter activity on and invof arpt, be aware of possible rotor tip vortices. ACTIVATE MALSR Rwy 17 and MIRL Rwy 09–27 and REIL Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.775 (541) 754–0081.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **CASCADE APP/DEP CON** 127.5 (1400–0730Z‡)
Ⓡ **SEATTLE CENTER APP/DEP CON** 125.8 (0730–1400Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CVO.
(H) VORW/DME 115.4 CVO Chan 101 N44°29.98′ W123°17.62′ at fld. 241/18E.
LEWISBURG NDB (MHW) 225 LWG N44°36.82′ W123°16.24′ 169° 7.0 NM to fld.
ILS 111.9 I–CVO Rwy 17. Class IT.



AWOS-3 135.775
CASCADE DEP CON ★
127.5 348.7
CTAF 123.0
SEATTLE CENTER
125.8



TAKEOFF MINIMUMS

Rwy 9, 200-1 or standard with minimum climb of 245' per NM to 500.
Rwys 17/35, standard.
Rwy 27, standard with minimum climb of 310' per NM to 2300.

TAKEOFF OBSTACLE NOTES

Rwy 9: Multiple trees and railroad beginning 549' from DER, 254' left of centerline, up to 153' AGL/383' MSL.
Multiple trees and railroad beginning 670' from DER, 5' right of centerline, up to 135' AGL/380' MSL.

Rwy 27: OL on GS 409' from DER, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35: Multiple trees beginning 470' from DER, 544' left of centerline, up to 36' AGL/276' MSL.
Tree 2.3 NM from DER, 1976' left of centerline, 128' AGL/607' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081, thence. . . .

TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081, thence. . . .

TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and CVO R-081, thence. . . .

.... climbing right turn to 4000 direct CVO VOR/DME. Continue climb on course to MEA for route of flight.

LOST COMMUNICATIONS: If not in contact with ATC upon reaching 3000', continue climb to assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-CVO	APP CRS	Rwy Idg	5900
111.9	169°	TDZE	244
		Apt Elev	246

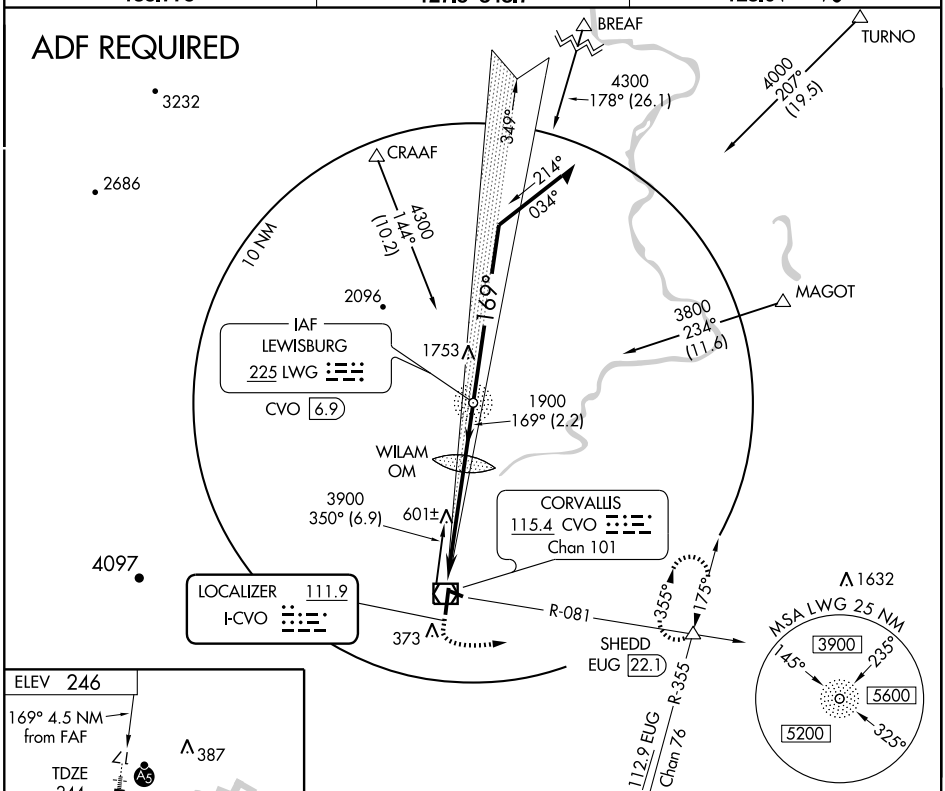
ILS RWY 17
CORVALLIS MUNI (CVO)

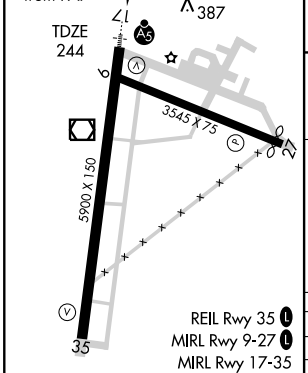
T
A NA

MALSR

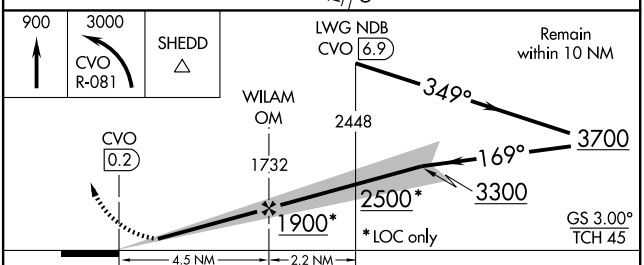
MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via the CVO R-081 to SHEDD Int and hold.

AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 17	444-½ 200 (200-½)			
S-LOC 17	860-½ 616 (700-½)		860-1¼ 616 (700-1¼)	860-1½ 616 (700-1½)
CIRCLING	860-1 614 (700-1)		860-1¾ 614 (700-1¾)	880-2 634 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NDB RWY 17

CORVALLIS MUNI (CVO)

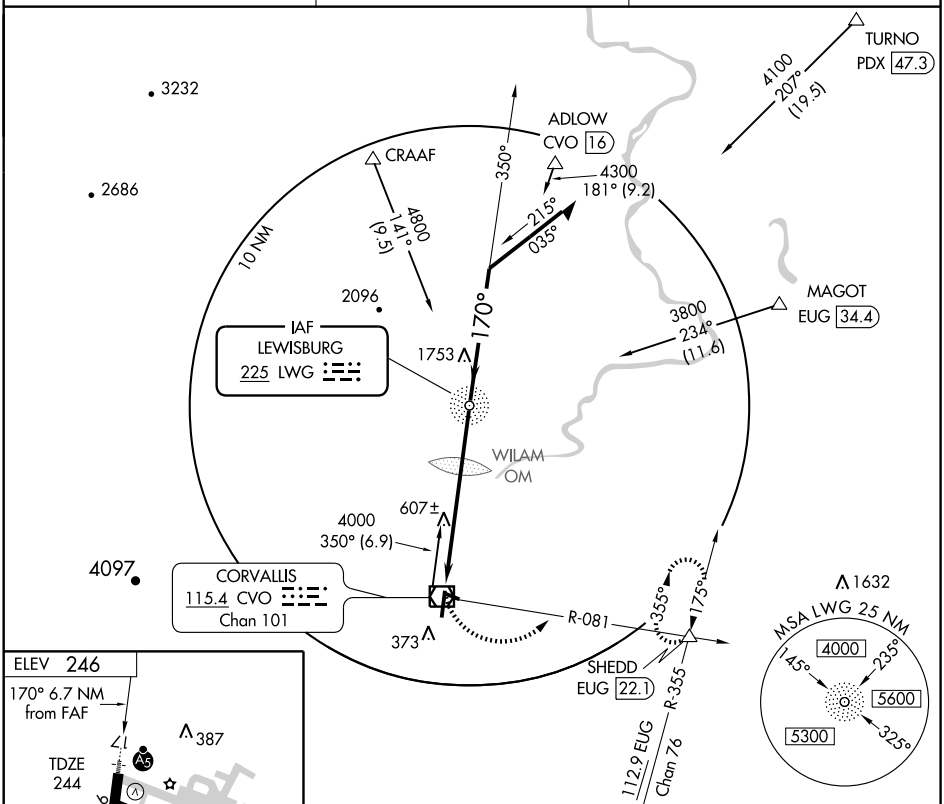
NDB LWG 225	APP CRS 170°	Rwy Idg 5900 TDZE 244 Apt Elev 246

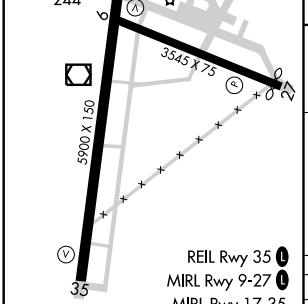
NA

MALSR

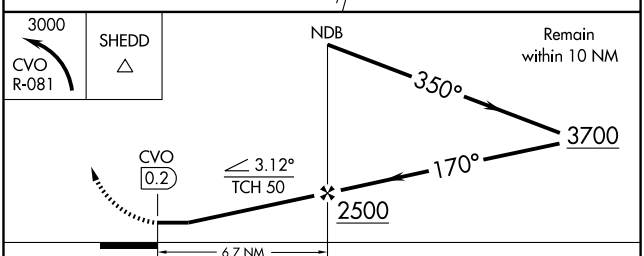
MISSED APPROACH: Climbing left turn to 3000 via the CVO R-081 to SHEDD Int/EUG 22.1 DME and hold.

AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L





FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



CATEGORY	A	B	C	D
S-17	960-¾ 716 (800-¾)		960-1½ 716 (800-1½)	960-2 716 (800-2)
CIRCLING	960-1 714 (800-1)		960-2 714 (800-2)	960-2¼ 714 (800-2¼)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5900
CH 78311	169°	TDZE	248
W17A		Apt Elev	250

RNAV (GPS) RWY 17

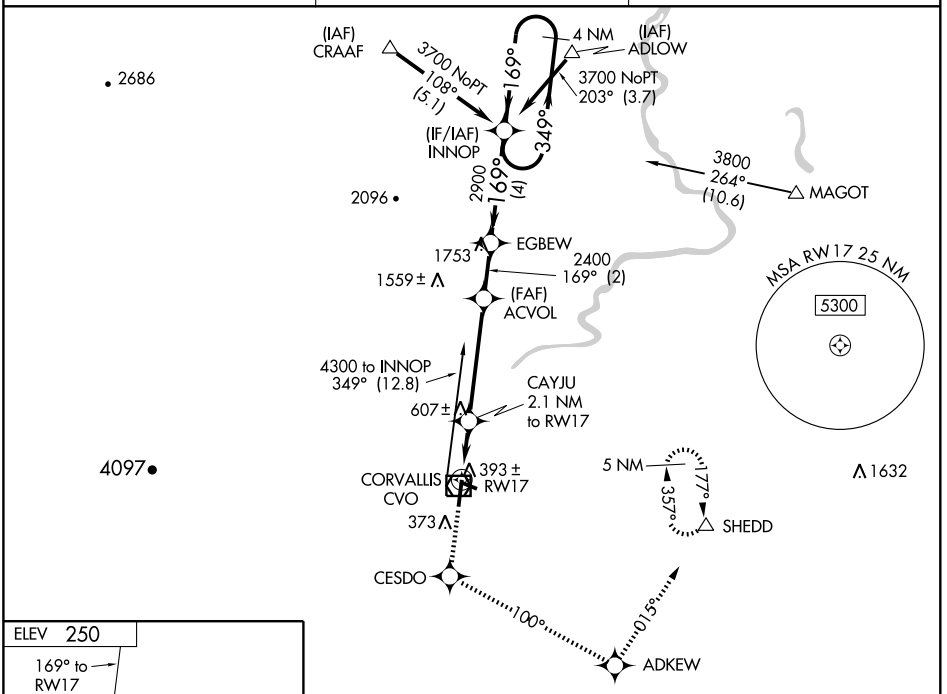
CORVALLIS MUNI (CVO)

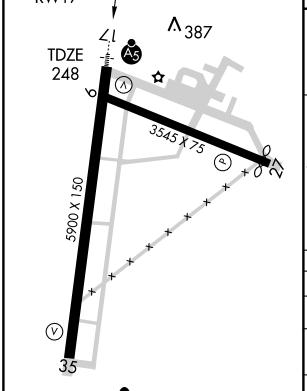
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR increase LNAV Cats C and D visibility to 1¼.

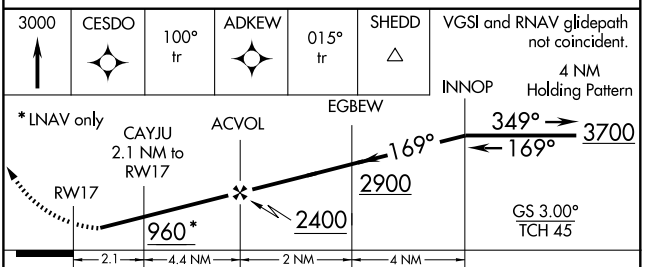
MALSR

MISSED APPROACH: Climb to 3000 direct CESDO and via 100° track to ADKEW and via 015° track to SHEDD and hold.

AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		582-1	334 (400-1)	
LNAV/VNAV DA		670-1	422 (500-1)	
LNAV MDA		660-1	412 (500-1)	
CIRCLING	720-1 470 (500-1)		720-1½ 470 (500-1½)	900-2 650 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

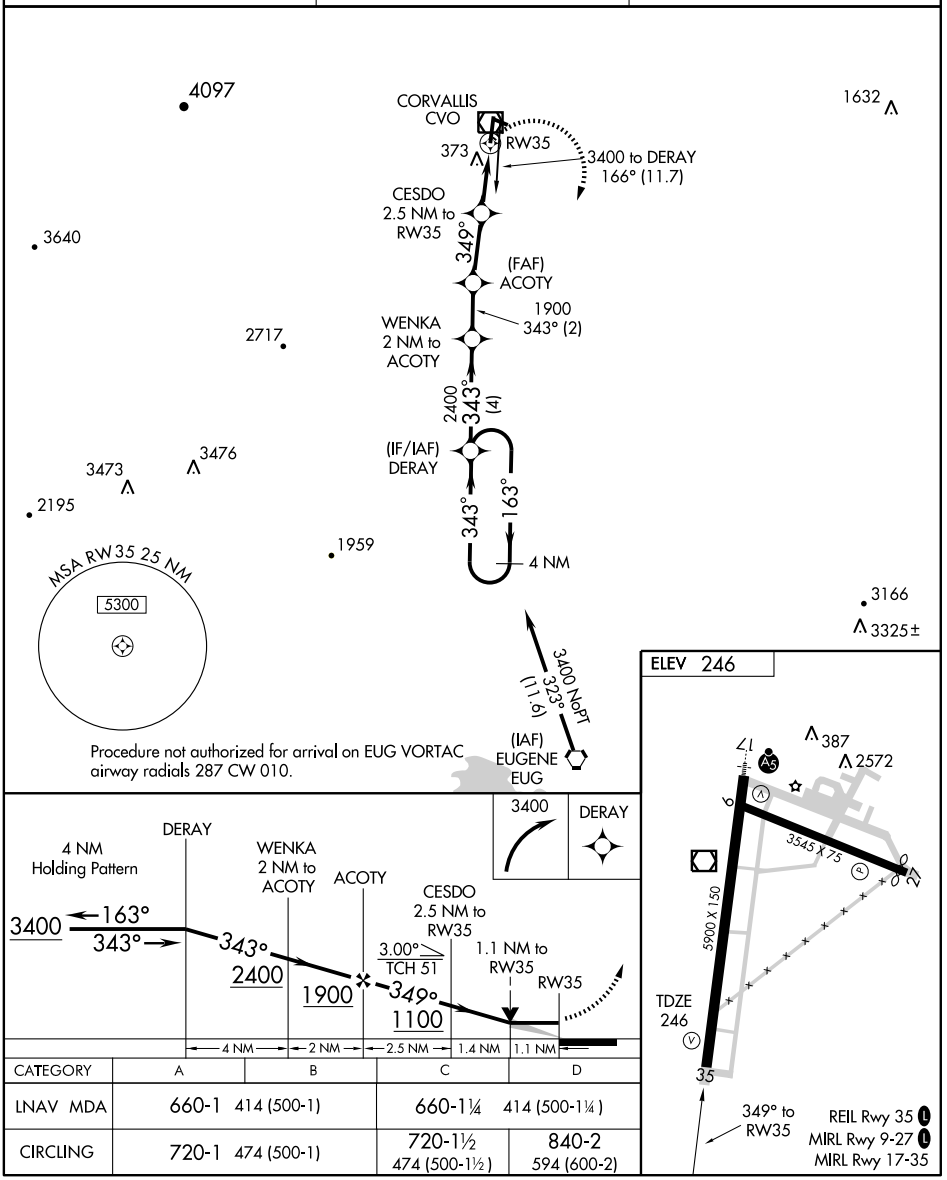
RNAV (GPS) RWY 35
CORVALLIS MUNI (CVO)

APP CRS	Rwy Idg	5900
349°	TDZE	246
	Apt Elev	246

NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3400 direct DERAY WP and hold.

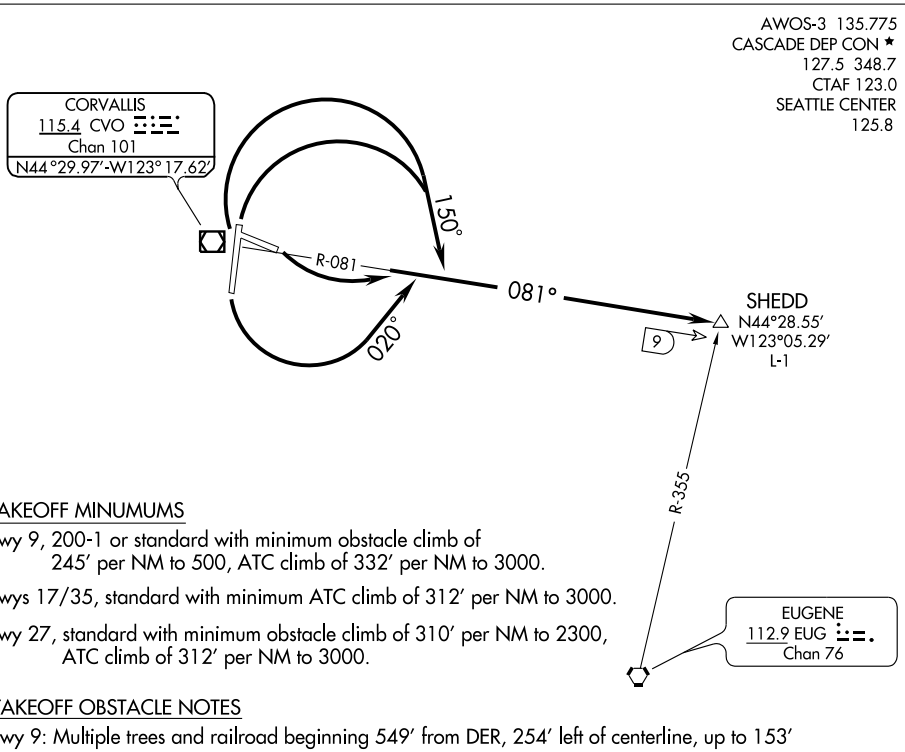
AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	660-1 414 (500-1)		660-1¼ 414 (500-1¼)	
CIRCLING	720-1 474 (500-1)		720-1½ 474 (500-1½)	840-2 594 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SHEDD ONE DEPARTURE



TAKEOFF MINUMUMS

Rwy 9, 200-1 or standard with minimum obstacle climb of 245' per NM to 500, ATC climb of 332' per NM to 3000.

Rwys 17/35, standard with minimum ATC climb of 312' per NM to 3000.

Rwy 27, standard with minimum obstacle climb of 310' per NM to 2300, ATC climb of 312' per NM to 3000.

TAKEOFF OBSTACLE NOTES

Rwy 9: Multiple trees and railroad beginning 549' from DER, 254' left of centerline, up to 153' AGL/383' MSL.
Multiple trees and railroad beginning 670' from DER, 5' right of centerline, up to 135' AGL/380' MSL.

Rwy 27: OL on GS 409' from DER, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35: Multiple trees beginning 470' from DER, 544' left of centerline, up to 36' AGL/276' MSL.
Tree 2.3 NM from DER, 1976' left of centerline, 128' AGL/607' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081 to SHEDD INT, thence. . . .

TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081 to SHEDD INT, thence. . . .

TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and CVO R-081 to SHEDD INT, thence. . . .

. . . .via assigned route/clearance.

LOST COMMUNICATIONS: If not in contact with ATC upon reaching 3000', continue climb to assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.

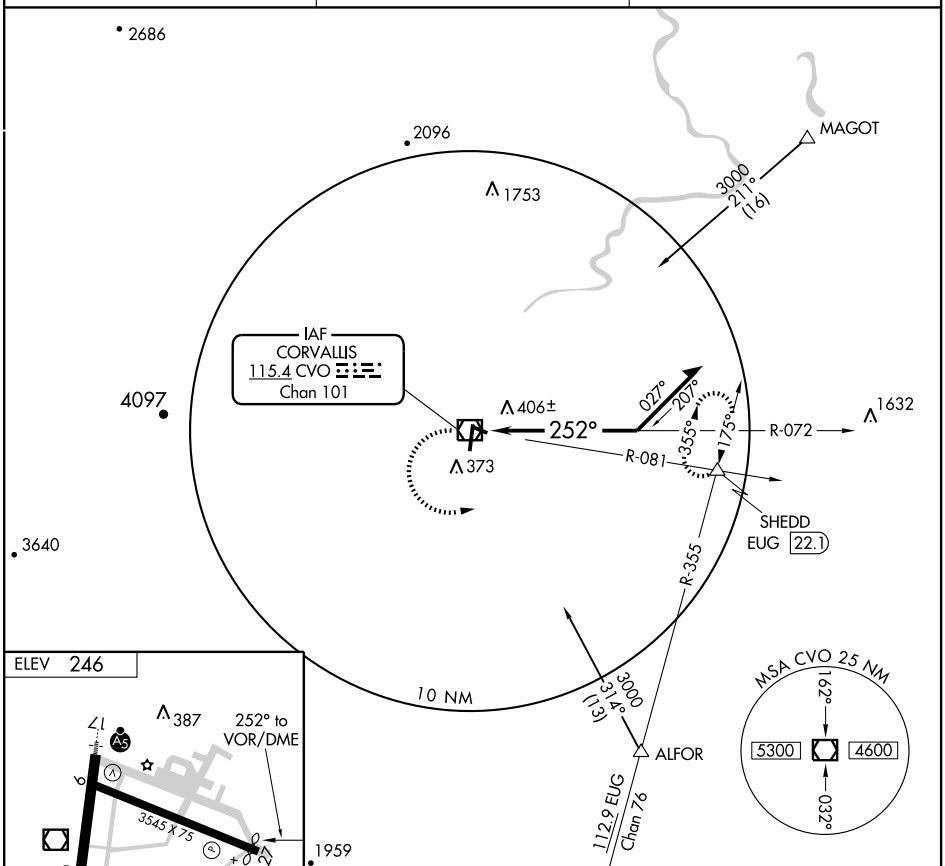
NW-1, 26 AUG 2010 to 23 SEP 2010

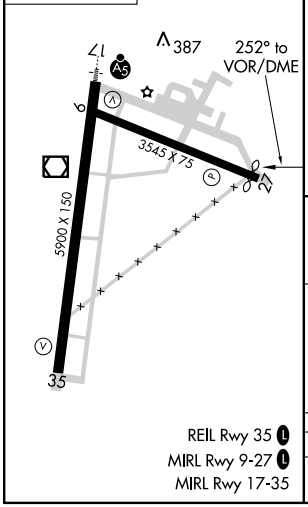
VOR/DME CVO	APP CRS	Rwy Idg	N/A
115.4	252°	TDZE	N/A
Chan 101		Apt Elev	246

VOR-A
CORVALLIS MUNI (CVO)

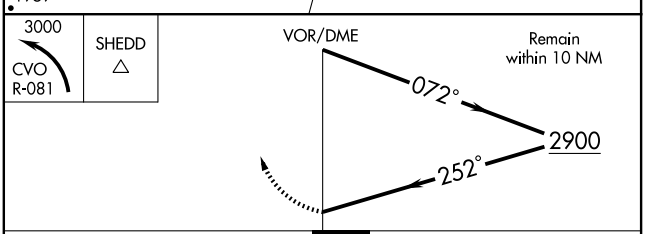
MISSED APPROACH: Climbing left turn to 3000 via CVO VOR/DME R-081 to SHEDD Int/EUG 22.1 DME and hold.

AWOS-3	CASCADE APP CON★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L





REIL Rwy 35 L
MIRL Rwy 9-27 L
MIRL Rwy 17-35



CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1154 (1200-1¼)	1400-1½ 1154 (1200-1½)	1400-3 1154 (1200-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME CVO	APP CRS	Rwy Idg	5900
115.4	177°	TDZE	244
Chan 101		Apt Elev	246

VOR/DME RWY 17

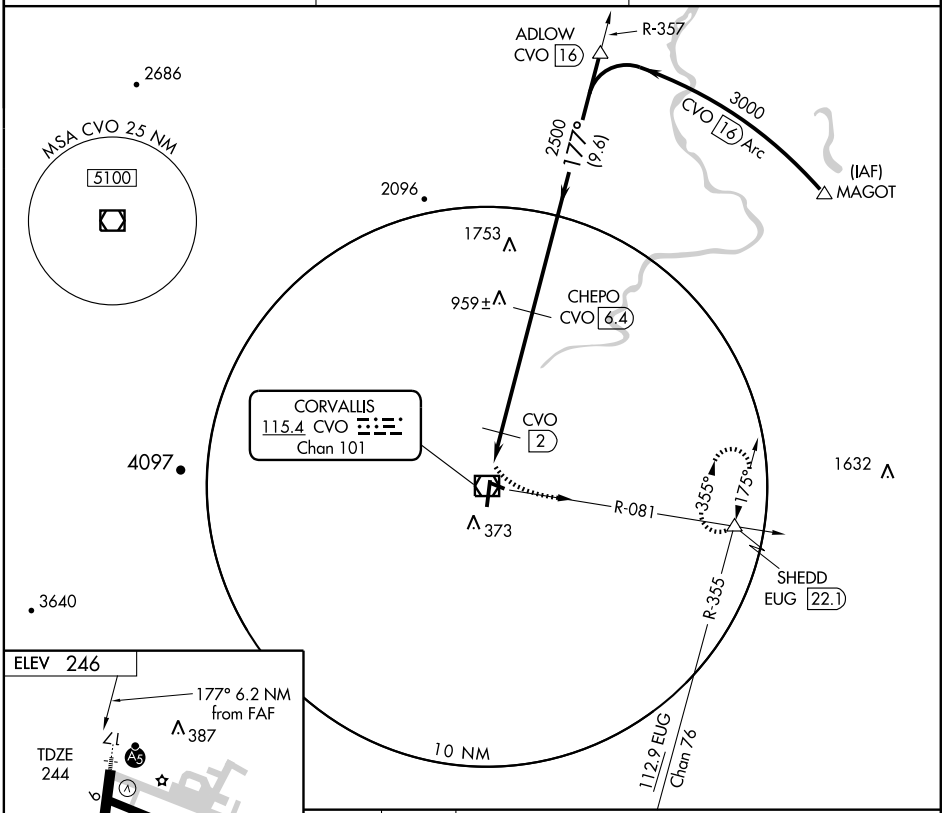
CORVALLIS MUNI (CVO)

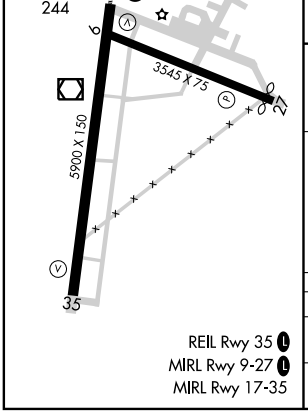
For inoperative MALSR, increase S-17 Cat. D to 1¼ mile.

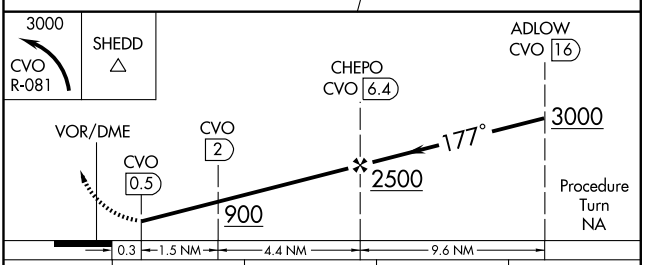
MALSR

MISSED APPROACH: Climbing left turn to 3000 via CVO R-081 to SHEDD Int and hold.

AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-17	660-½ 416 (500-½)		660-¾ 416 (500-¾)	660-1 416 (500-1)
CIRCLING	720-1 474 (500-1)		720-1½ 474 (500-1½)	880-2 634 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

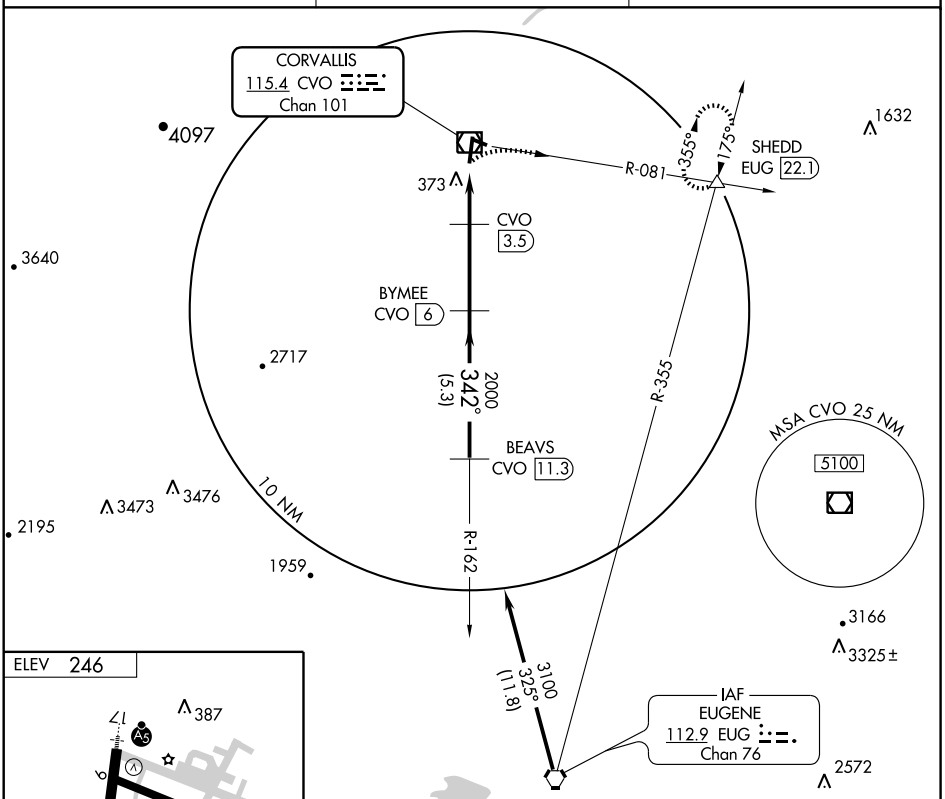
VOR/DME CVO	APP CRS	Rwy Idg	5900
115.4	342°	TDZE	246
Chan 101		Apt Elev	246

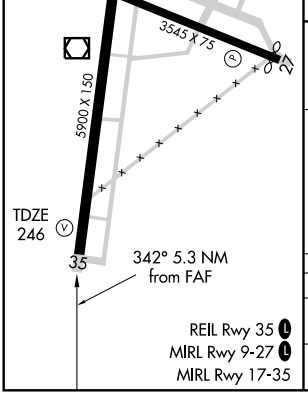
VOR/DME RWY 35

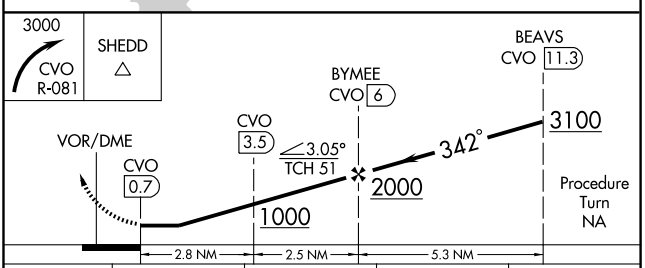
CORVALLIS MUNI (CVO)

MISSED APPROACH: Climbing right turn to 3000 via CVO R-081to SHEDD Int and hold.

AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	640-1 394 (400-1)			640-1¼ 394 (400-1¼)
CIRCLING	720-1 474 (500-1)		720-1½ 474 (500-1½)	880-2 634 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

EUGENE/MAHLON SWEET FIELD (EUG)
EUGENE, OREGON

AL-140 (FAA)

ATIS
125.225
EUGENE TOWER★
124.15 371.9 (RWY 16L-34R)
118.9 371.9 (RWY 16R-34L)
GND CON
121.7 269.5
CLNC DEL
121.7 269.5

D

44°08.0'N
44°07.5'N
44°07.0'N

123°13.5'W
123°13.0'W
123°12.5'W

VAR 16.1° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

16R
ELEV 360
163.3°
8009 X 150

19L
ELEV 363
163.3°
6000 X 150

343.3°
ELEV 366
34L

343.3°
34R
FIELD ELEV 374

RWY 16L-34R
S-105, D-175, 2D-240
RWY 16R-34L
S-75, D-200, 2D-400

GENERAL AVIATION PARKING
TERMINAL
FIRE STATION
TWR 494
HOT[1]
GENERAL AVIATION PARKING

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

EUGENE, OREGON
EUGENE/MAHLON SWEET FIELD (EUG)

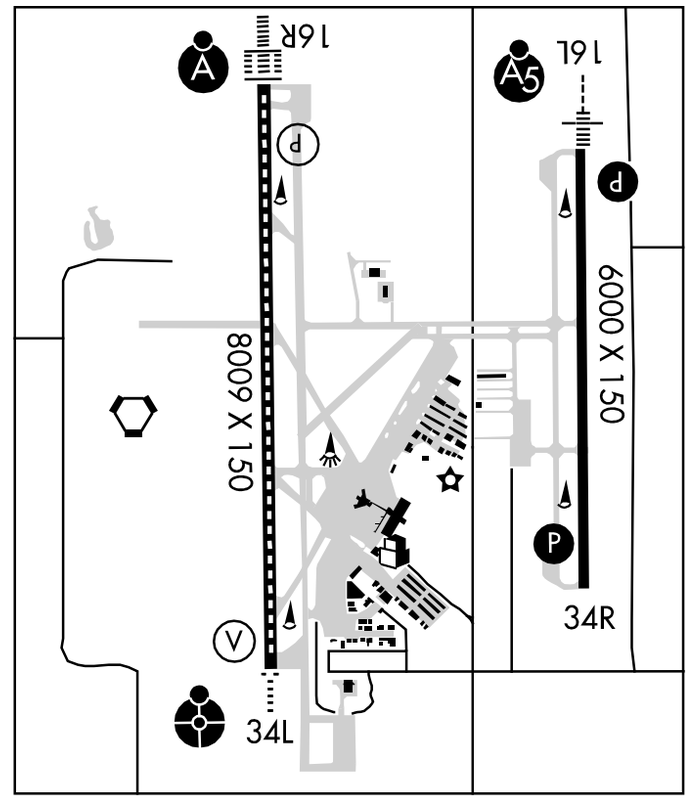
10210

EUGENE

MAHLON SWEET FLD (EUG) 7 NW UTC−8(−7DT) N44°07.40′ W123°13.12′

KLAMATH FALLS
H–1A, L–1B
IAP, AD

374 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1174(800) Class I, ARFF Index B
NOTAM FILE EUG



RWY 16R–34L: H8009X150 (ASPH–GRVD) S–75, D–200, 2D–400 HIRL CL
RWY 16R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 34L: ODALS. VASI(V4L)—GA 3.0° TCH 53′.
RWY 16L–34R: H6000X150 (ASPH–GRVD) S–105, D–175, 2D–400 HIRL
RWY 16L: MALSR. PAPI(P4L)—GA 3.0° TCH 52′.
RWY 34R: REIL. PAPI(P4L)—GA 3.0° TCH 50′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16L: TORA–6000 TODA–6000 ASDA–6000 LDA–6000
RWY 16R: TORA–8009 TODA–8009 ASDA–8009 LDA–8009
RWY 34L: TORA–8009 TODA–8009 ASDA–8009 LDA–8009
RWY 34R: TORA–6000 TODA–6000 ASDA–6000 LDA–6000

AIRPORT REMARKS: Attended continuously. Migratory waterfowl and other birds on and invof arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats call 541–682–5430. ARFF svcs unavailable 0000–0500 local except PPR 541–682–5430. No access to Rwy 34L byd Twy A9. Helicopters ldg and departing avoid overflying the airline passenger terminal and ramp located E of Rwy 16R–34L. Helipad west of Rwy 16R restricted, PPR phone 541–682–5430. Twys H and K unavailable to acft 21,000 pounds single weight and 40,000 pounds dual gross weight. Terminal apron closed to acft except scheduled air carriers and flights with prior permission. HIRL Rwy 16L–34R and Rwy 16R–34L twr ctl 1400–0730Z‡, med ints 0730–1400Z‡. PAPI Rwy 16R and VASI Rwy 34L opr 24 hrs. ALSF Rwy 16R and ODALS Rwy 34L, MALSR Rwy 16L, PAPI Rwy 16L and Rwy 34R, and REIL Rwy 34R twr ctl 1400–0730Z‡, 0730–1400Z‡ ACTIVATE—CTAF.

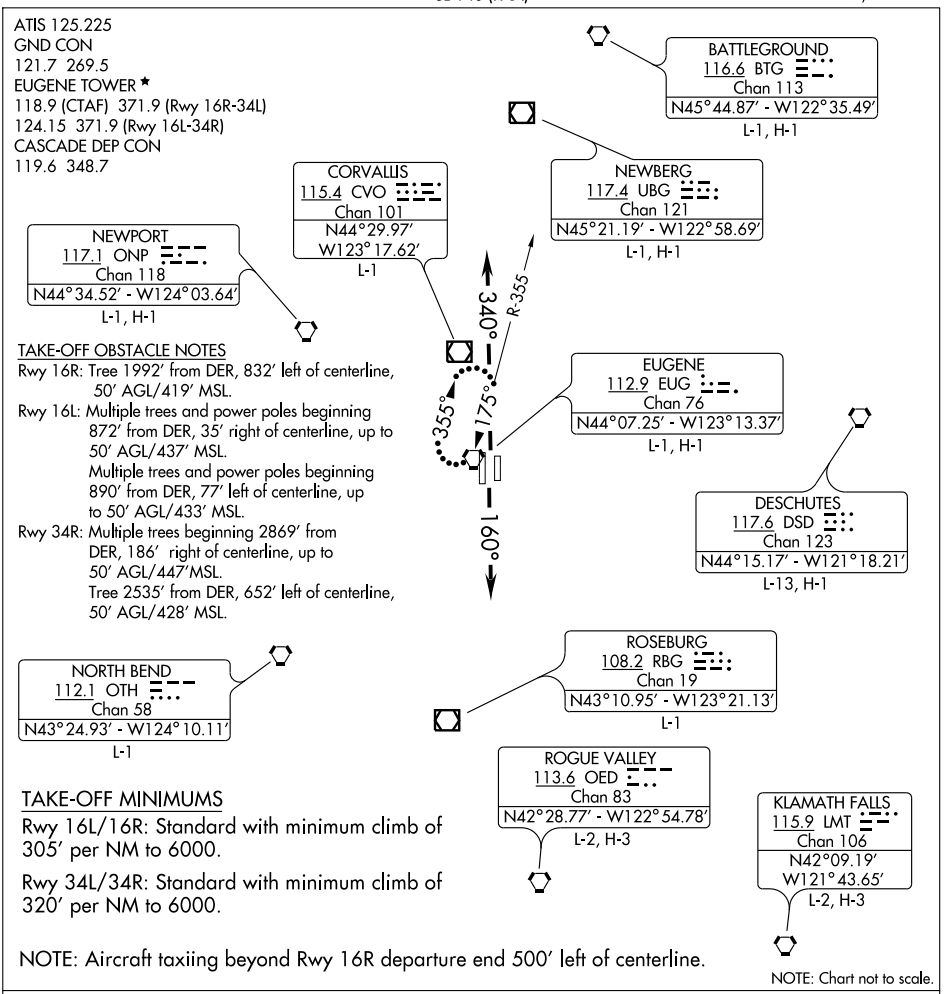
WEATHER DATA SOURCES: ASOS (541) 461–3114. **HIWAS** 112.9 EUG.

COMMUNICATIONS: CTAF 118.9 **ATIS** 125.225 (541) 607–4699 **UNICOM** 122.95
EUGENE RCO 122.3 (MC MINNVILLE RADIO)
Ⓡ **CASCADE APP/DEP CON** 119.6 (340°–159°) 120.25 (160°–339°) (1400–0730Z‡)
Ⓡ **SEATTLE CENTER APP/DEP CON** 125.8 (0730–1400Z‡)
EUGENE TOWER 118.9 (Rwy 16R–34L), 124.15 (Rwy 16L–34R) (1400–0730Z‡) **GND CON/CLNC DEL** 121.7

AIRSPACE: CLASS D svc 1400–0730Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EUG.

EUGENE (H) VORTACW 112.9 EUG Chan 76 N44°07.25′ W123°13.37′ at fld. 364/20E. **HIWAS.**
FRAKK NDB(MHW) 260 EU N44°12.77′ W123°13.23′ 157° 5.3 NM to fld.
ILS/DME 110.1 I–EUG Chan 38 Rwy 16R. Class IIIE. OM FRAKK NDB ILS unmonitored when tower closed.
ILS/DME 111.75 I–ADE Chan 54(Y) Rwy 16L. Class IE.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L and 16R: Climb via heading 160° (or ATC assigned heading) for vectors to assigned route/fix . . . .
TAKE-OFF RUNWAYS 34L and 34R: Climb via heading 340° (or ATC assigned heading) for vectors to assigned route/fix . . . .

. . . . maintain 9000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with ATC after reaching 3000′, continue climb to assigned altitude direct EUG VORTAC, climb in EUG VORTAC holding pattern (hold N, RT, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding enroute.

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	8009
160°	TDZE	363
	Apt Elev	374

GPS RWY 16R

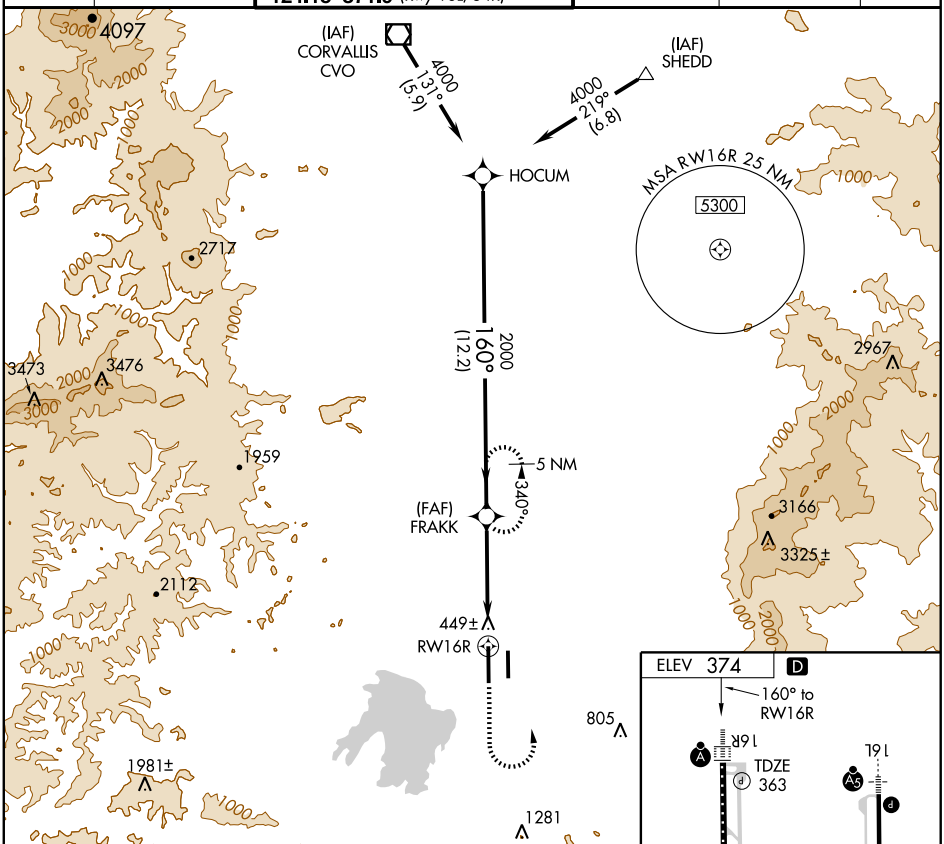
EUGENE/MAHLON SWEET FIELD (EUG)

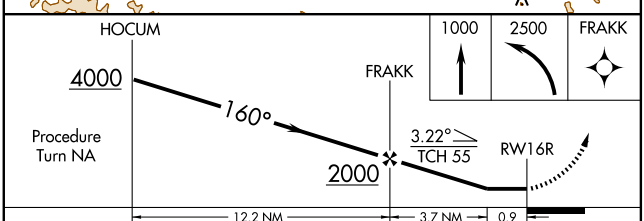
NA Inoperative table does not apply to S-16R Cat D.

ALSF-2

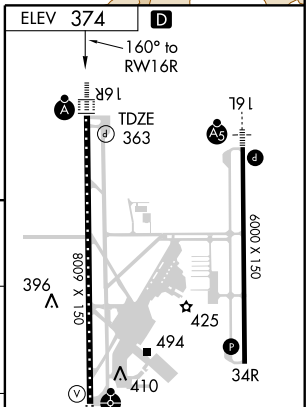
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct FRAKK WP and hold.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95





CATEGORY	A	B	C	D
S-16R	700/24 337 (400-½)			700/50 337 (400-1)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)



TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-ADE	APP CRS	Rwy Idg	6000
111.75	160°	TDZE	369
Chan 54 (Y)		Apt Elev	374

ILS or LOC/DME RWY 16L

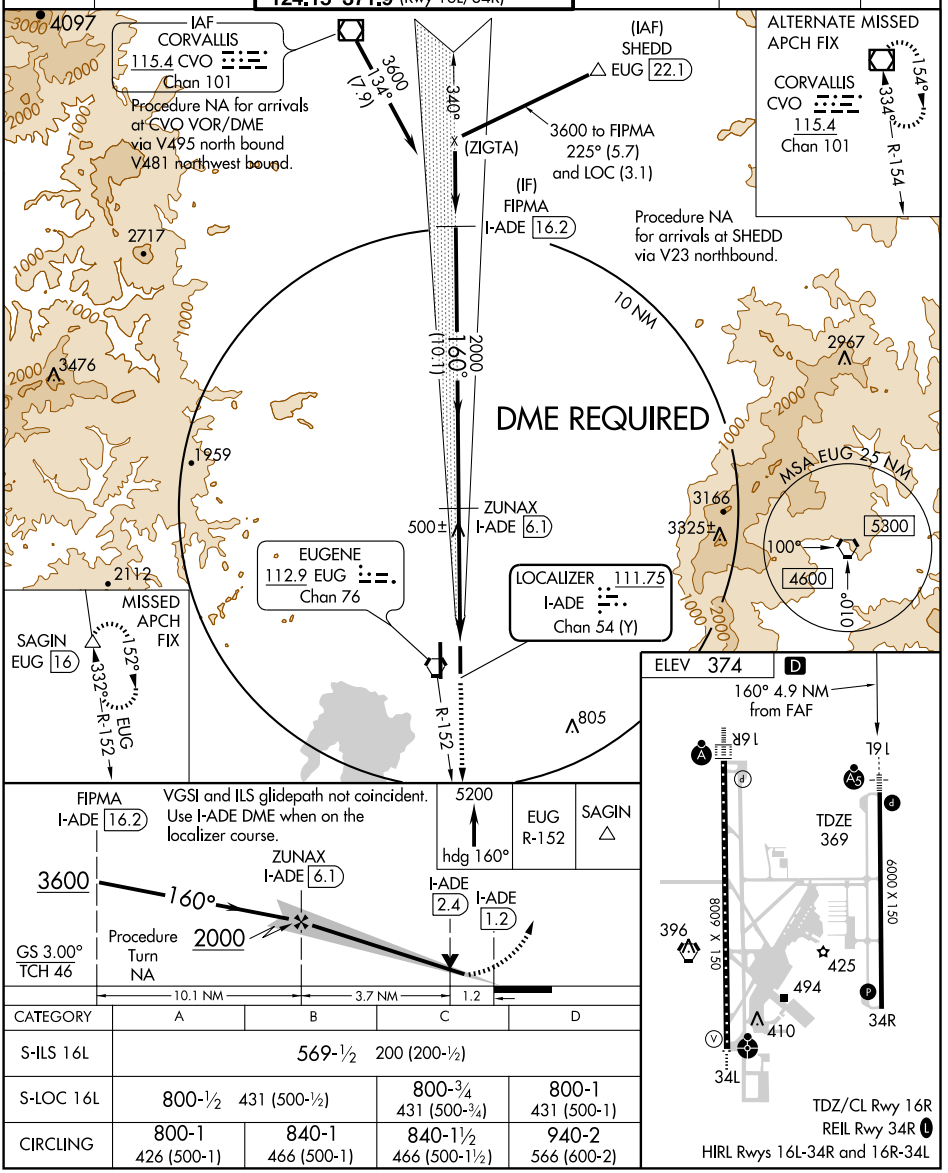
EUGENE/MAHLON SWEET FIELD (EUG)

If local altimeter setting not received, use Corvallis altimeter setting and increase all DAs 70 feet, and all MDAs 80 feet. VDP NA when using Corvallis altimeter setting.

MALSR

MISSED APPROACH: Climb to 5200 via heading 160° and EUG VORTAC R-152 to SAGIN/EUG 16 DME and hold, continue climb-in-hold to 5200.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



CATEGORY	A	B	C	D
S-ILS 16L	569-½ 200 (200-½)			
S-LOC 16L	800-½ 431 (500-½)		800-¾ 431 (500-¾)	800-1 431 (500-1)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-EUG	APP CRS	Rwy Idg	8009
110.1	160°	TDZE	364
Chan 38		Apt Elev	374

ILS or LOC/DME Z RWY 16R

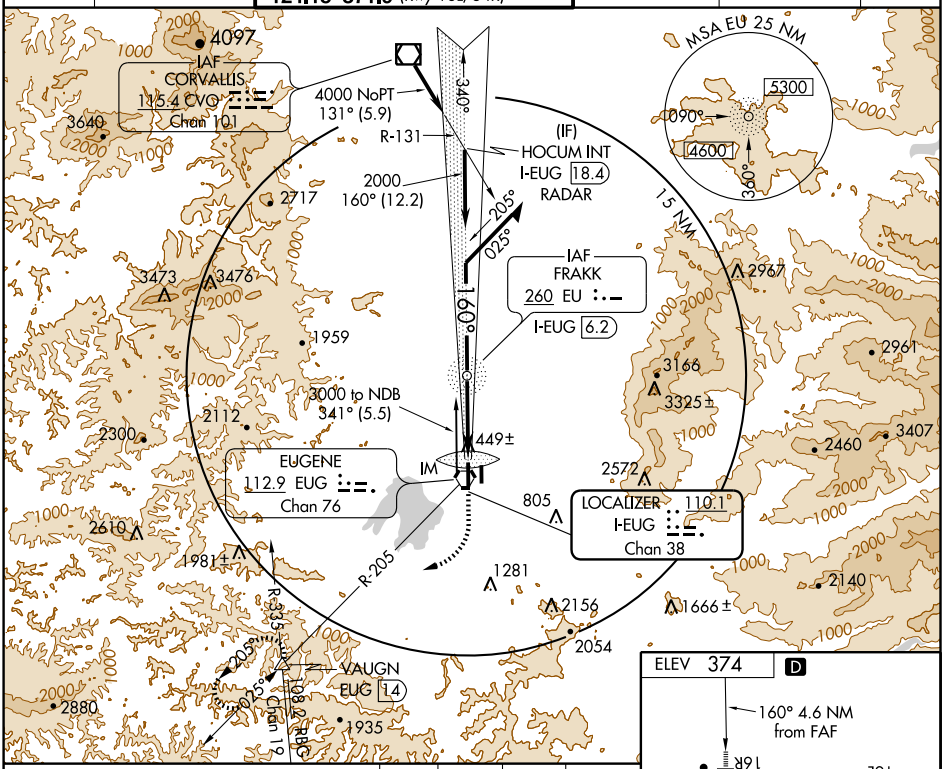
EUGENE/ MAHLON SWEET FIELD (EUG)

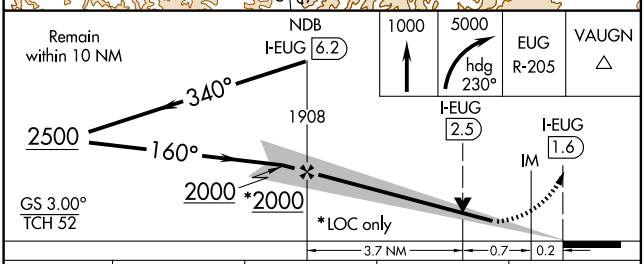
For inoperative ALSF-2: increase S-LOC 16R Cat D visibility to RVR 5000. DME required.

ALSF-2

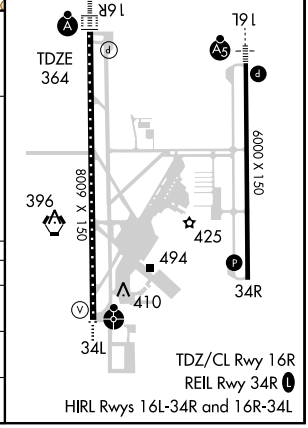
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 230° and EUG R-205 to VAUGN/ EUG 14 DME and hold, continue climb-in-hold to 5000.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) Ⓛ 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95





CATEGORY	A	B	C	D
S-ILS 16R	564/18 200 (200-½)			
S-LOC 16R	700/24 336 (400-½)			700/40 336 (400-¾)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-EUG	APP CRS	Rwy Idg 8009
110.1	160°	TDZE 364
Chan 38		Apt Elev 374

ILS or LOC Y RWY 16R

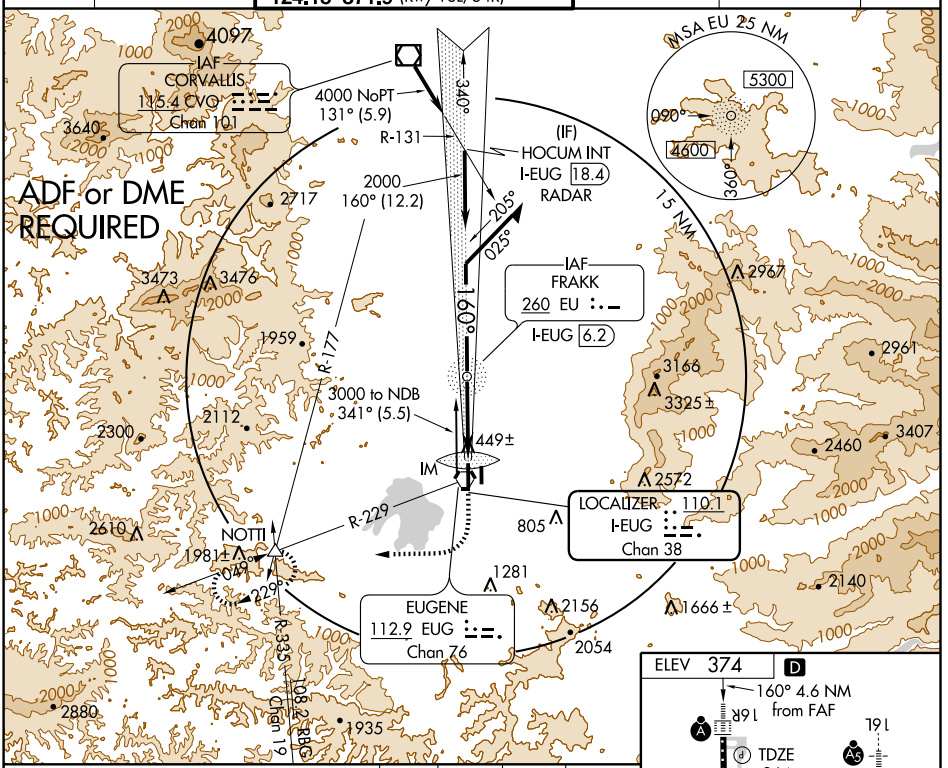
EUGENE/ MAHLON SWEET FIELD (EUG)

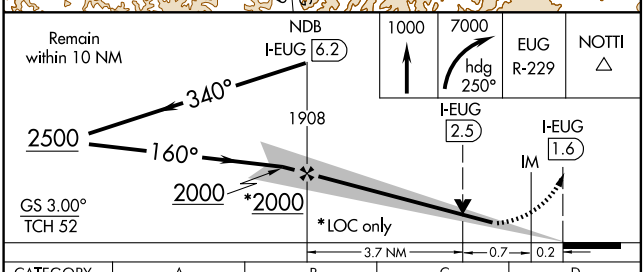
For inoperative ALSF-2: increase S-LOC 16R Cat D visibility to RVR 5000.

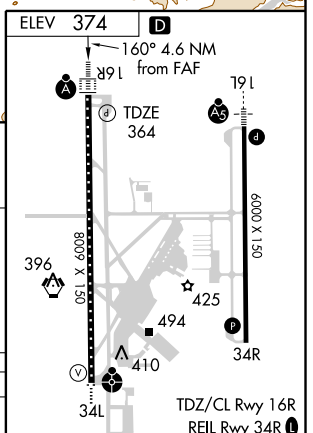
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 7000 via heading 250° and EUG R-229 to NOTTI INT and hold, continue climb-in-hold to 7000.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95







CATEGORY	A	B	C	D
S-ILS 16R	564/18 200 (200-½)			
S-LOC 16R	700/24 336 (400-½)			700/40 336 (400-¾)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-EUG	APP CRS	Rwy Idg 8009
110.1	160°	TDZE 364
Chan 38		Apt Elev 374

ILS RWY 16R (CAT II)

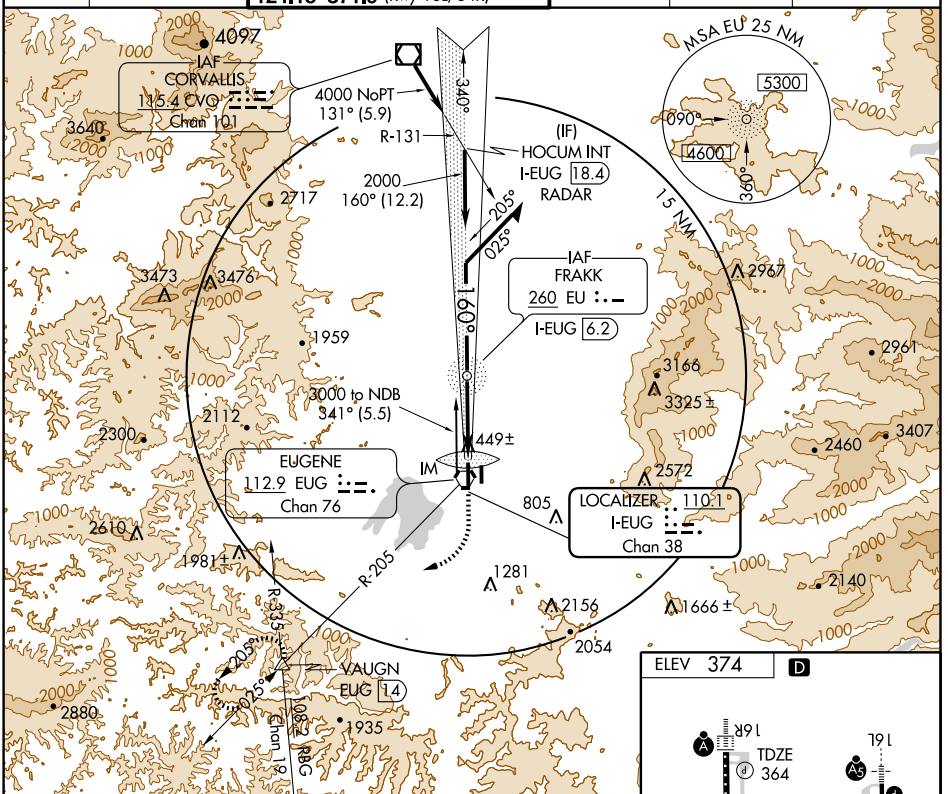
EUGENE/ MAHLON SWEET FIELD (EUG)

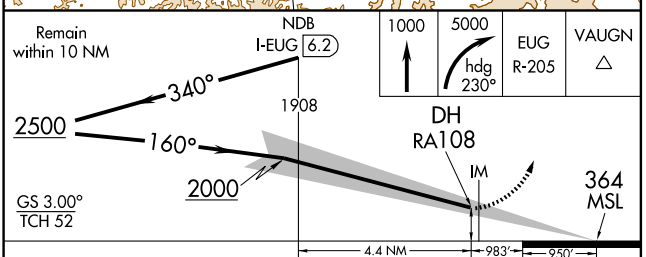
Cat II minimums not authorized when control tower closed.
DME required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 230° and EUG R-205 to VAUGN/ EUG 14 DME and hold, continue climb-in-hold to 5000.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95





CATEGORY	A	B	C	D
S-ILS 16R	RA 108/12 100 DA 464			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-EUG	APP CRS	Rwy Idg	8009
110.1	160°	TDZE	364
Chan 38		Apt Elev	374

ILS RWY 16R (CAT III)

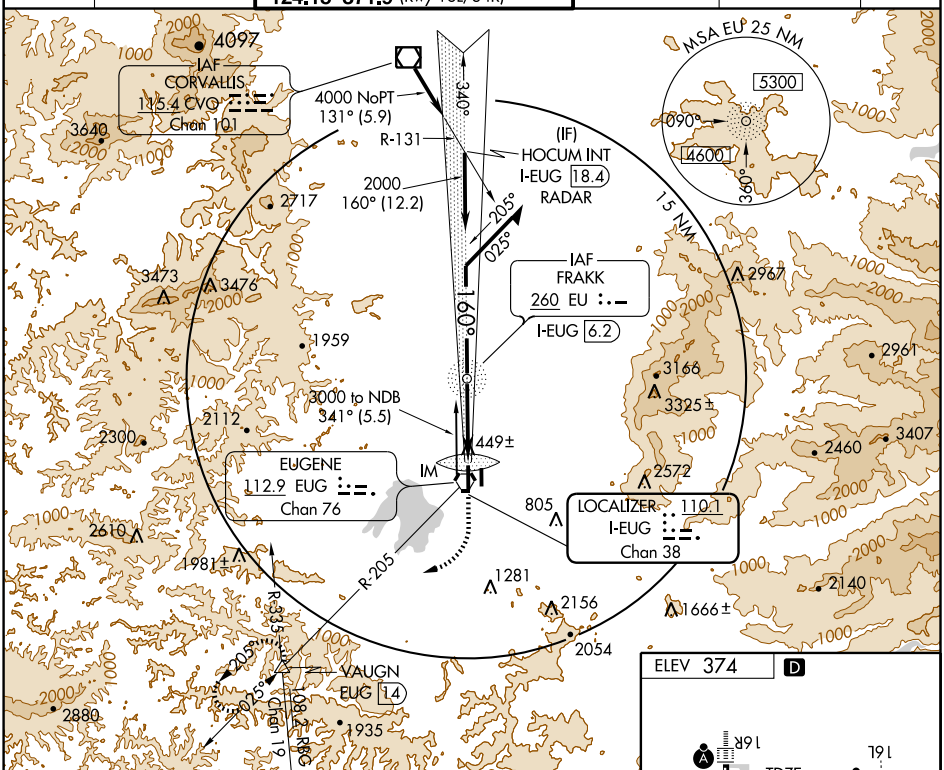
EUGENE/MAHLON SWEET FIELD (EUG)

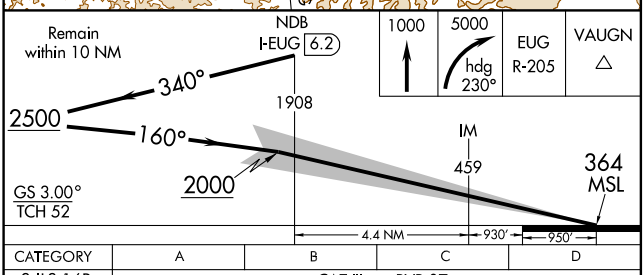
▼ Cat III minimums not authorized when control tower closed.
▲ DME required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 230° and EUG R-205 to VAUGN/ EUG 14 DME and hold, continue climb-in-hold to 5000.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95





CATEGORY	A	B	C	D
S-ILS 16R		CAT IIIa	RVR 07	
S-ILS 16R		CAT IIIb	RVR 06	
S-ILS 16R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16R-34L and 16L-34R

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 16L

EUGENE/MAHLON SWEET FIELD (EUG)

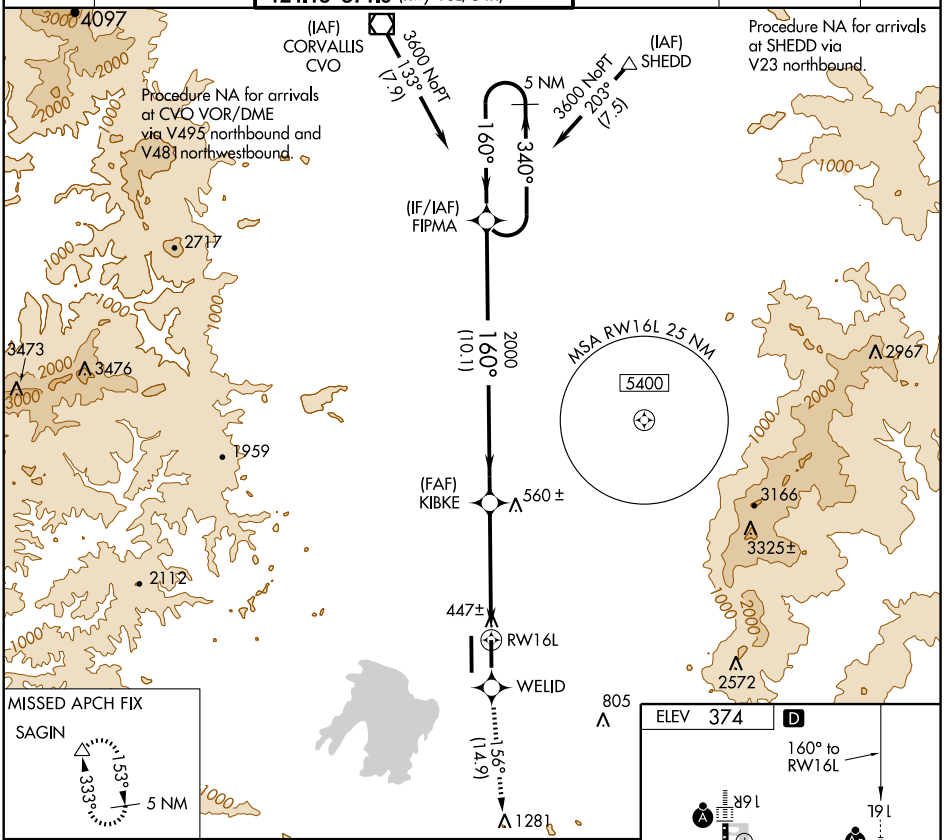
WAAS	APP CRS	Rwy Idg	6000
CH 81827	160°	TDZE	369
W16A		Apt Elev	374

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MALSR

MISSED APPROACH: Climb to 4000 direct WELID and via 156° track to SAGIN and hold, continue climb-in-hold to 4000.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



CATEGORY	A	B	C	D
LPV DA	669-1 300 (300-1)			
LNAV/VNAV DA	715-1¼ 346 (400-1¼)			
LNAV MDA	700-1 331 (400-1)			
CIRCLING	800-1¼ 426 (500-1¼)	840-1¼ 466 (500-1¼)	840-1½ 466 (500-1½)	940-2 566 (600-2)

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8009
CH 45600	340°	TDZE	367
W34A		Apt Elev	374

RNAV (GPS) RWY 34L

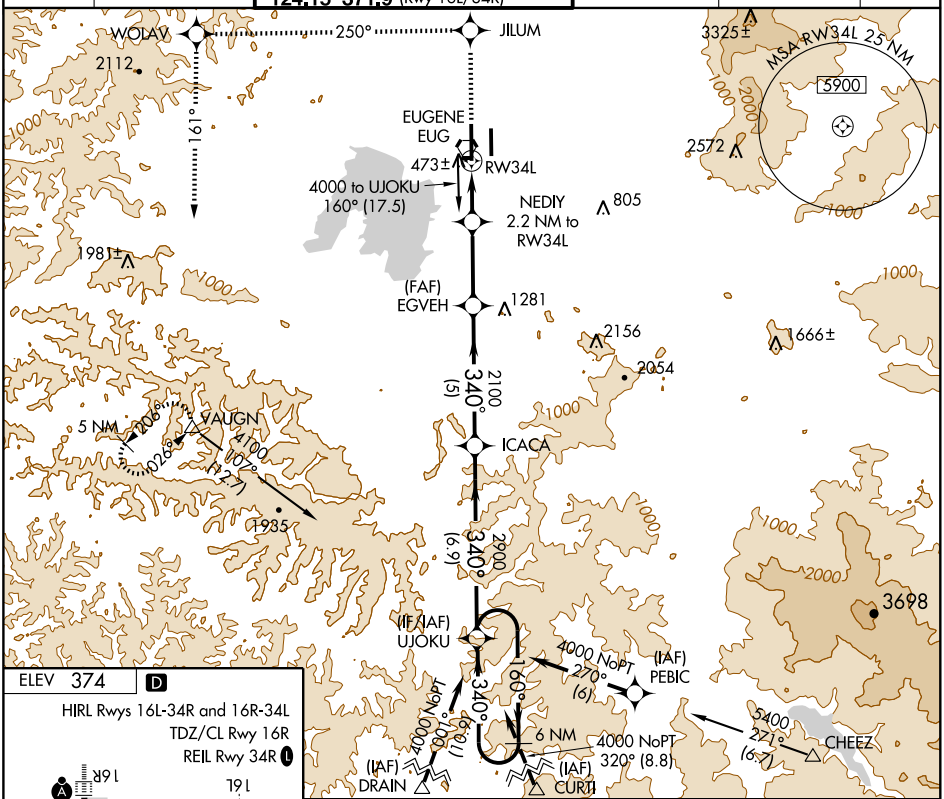
EUGENE/ MAHLON SWEET FIELD (EUG)

V Inoperative table does not apply to LPV and LNAV/VNAV. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climb to 4000 direct JILUM and via 250° track to WOLAV and 161° track to VAUGN and hold.

ATIS	CASCADE APP CON	EUGENE TOWER *	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95

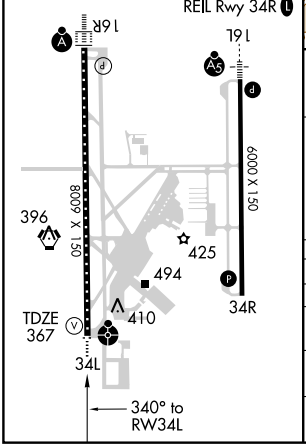


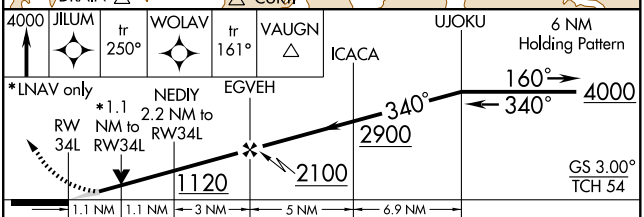
ELEV 374 D

HIRL Rwys 16L-34R and 16R-34L

TDZ/CL Rwy 16R

REIL Rwy 34R L





CATEGORY	A	B	C	D
LPV DA	617/40 250 (300-¾)			
LNAV/ VNAV DA	744/60 377 (400-1¼)			
LNAV MDA	760/40 393 (400-¾)			760/60 393 (400-1¼)
CIRCLING	800-1¼ 426 (500-1¼)	840-1¼ 466 (500-1¼)	840-1½ 466 (500-1½)	940-2 566 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6000
CH 81900	340°	TDZE	374
W34B		Apt Elev	374

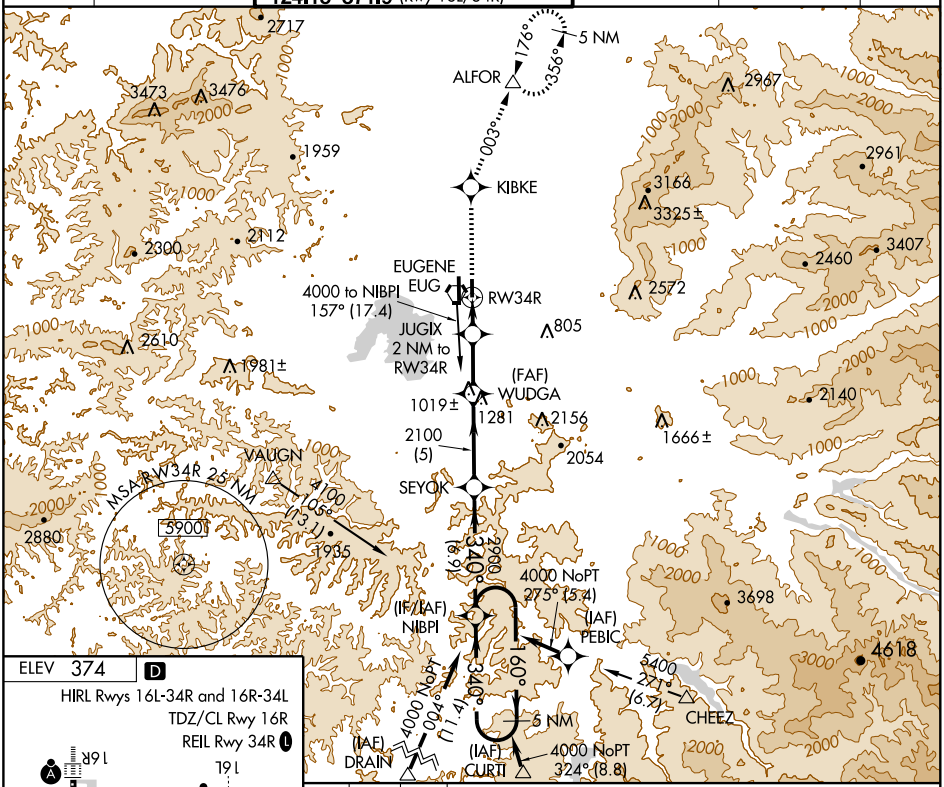
RNAV (GPS) RWY 34R

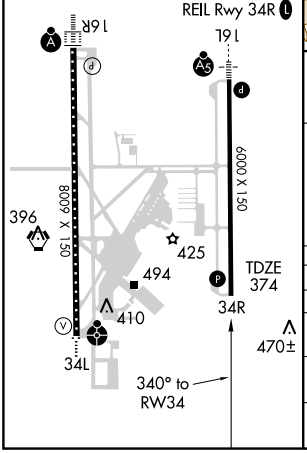
EUGENE/ MAHLON SWEET FIELD (EUG)

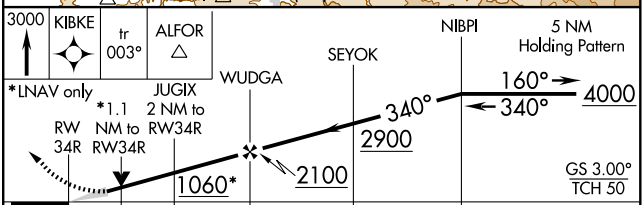
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct KIBKE and via track 003° to ALFOR and hold.

ATIS	CASCADE APP CON	EUGENE TOWER★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95







CATEGORY	A	B	C	D
LPV DA	658-1	284 (300-1)		
LNAV/ VNAV DA	796-1½	422 (500-1½)		
LNAV MDA	760-1	386 (400-1)		760-1¼ 386 (400-1¼)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC EUG 112.9 Chan 76	APP CRS 168°	Rwy Idg 8009 TDZE 363 Apt Elev 374

VOR/DME or TACAN RWY 16R

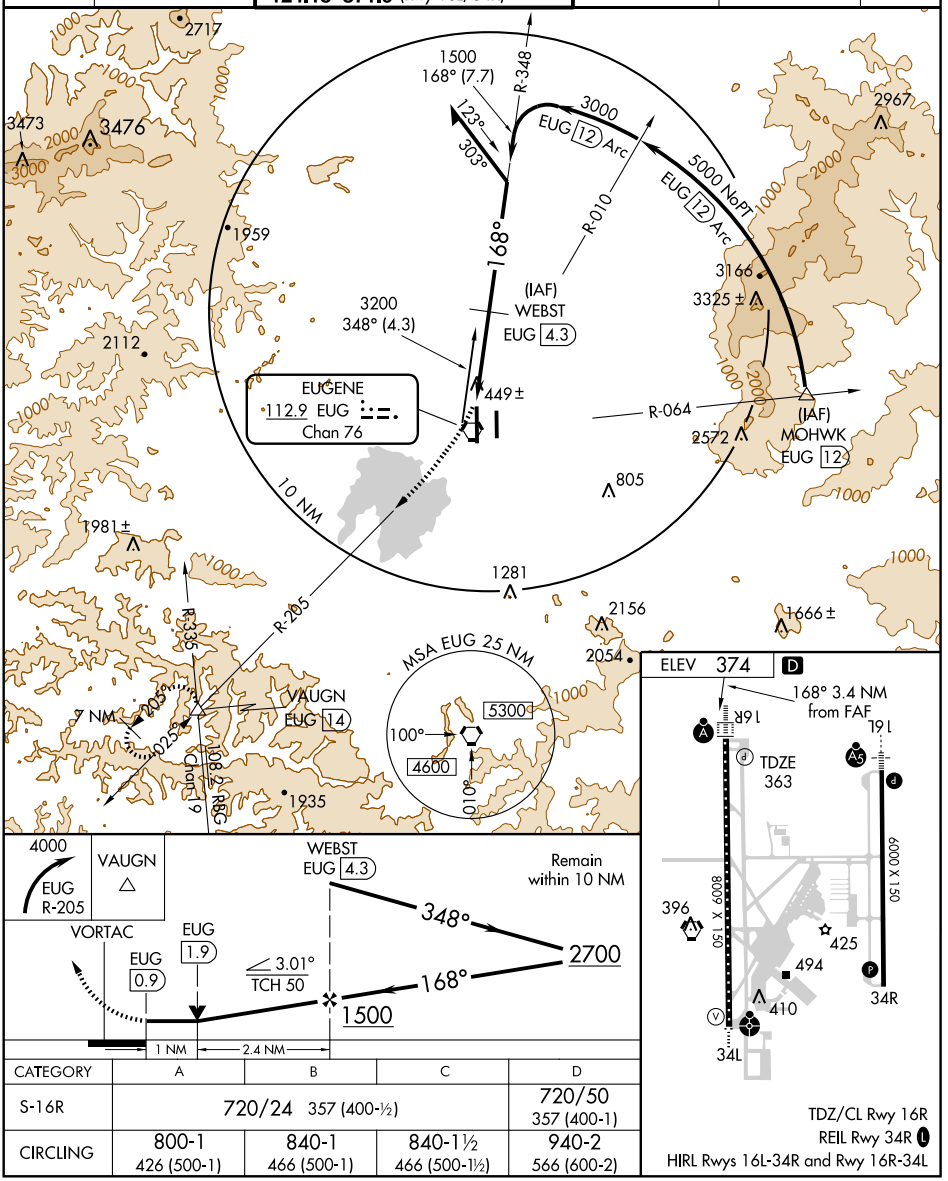
EUGENE/MAHLON SWEET FIELD (EUG)

For inoperative MALSR, increase S-16R Cat D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climbing right turn to 4000 via EUG R-205 to VAUGN/14 DME and hold.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



CATEGORY	A	B	C	D
S-16R	720/24 357 (400-½)			720/50 357 (400-1)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC EUG 112.9 Chan 76	APP CRS 332°	Rwy Idg 8009 TDZE 367 Apt Elev 374

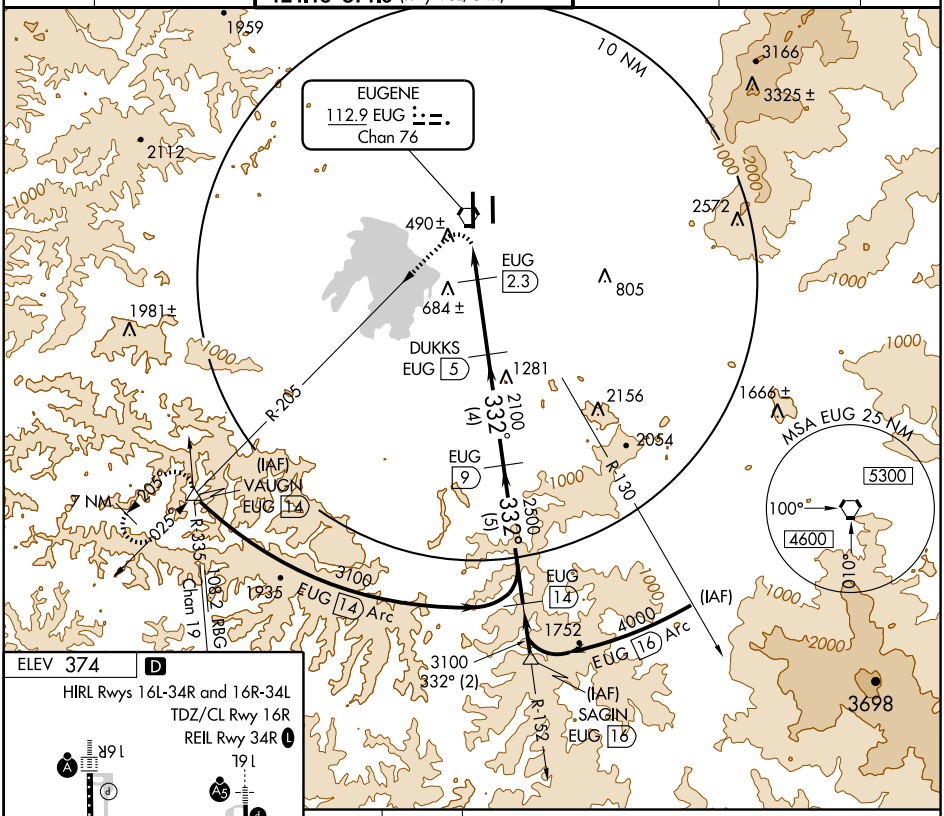
VOR/DME or TACAN RWY 34L

EUGENE/MAHLON SWEET FIELD (EUG)

ODALS

MISSED APPROACH: Climbing left turn to 4000 via EUG R-205 to VAUGN/14 DME and hold.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95

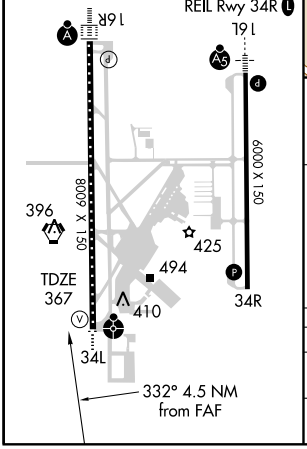


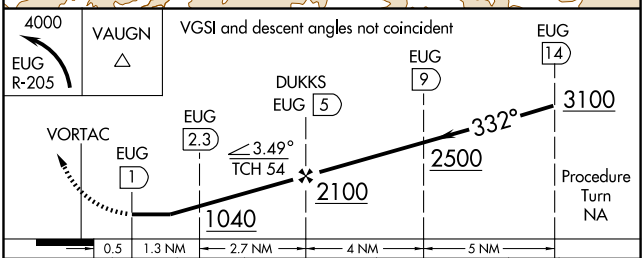
ELEV 374 D

HIRL Rwys 16L-34R and 16R-34L

TDZ/CL Rwy 16R

REIL Rwy 34R L





CATEGORY	A	B	C	D
S-34L	760/40 393 (400-¾)			760/60 393 (400-1¼)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

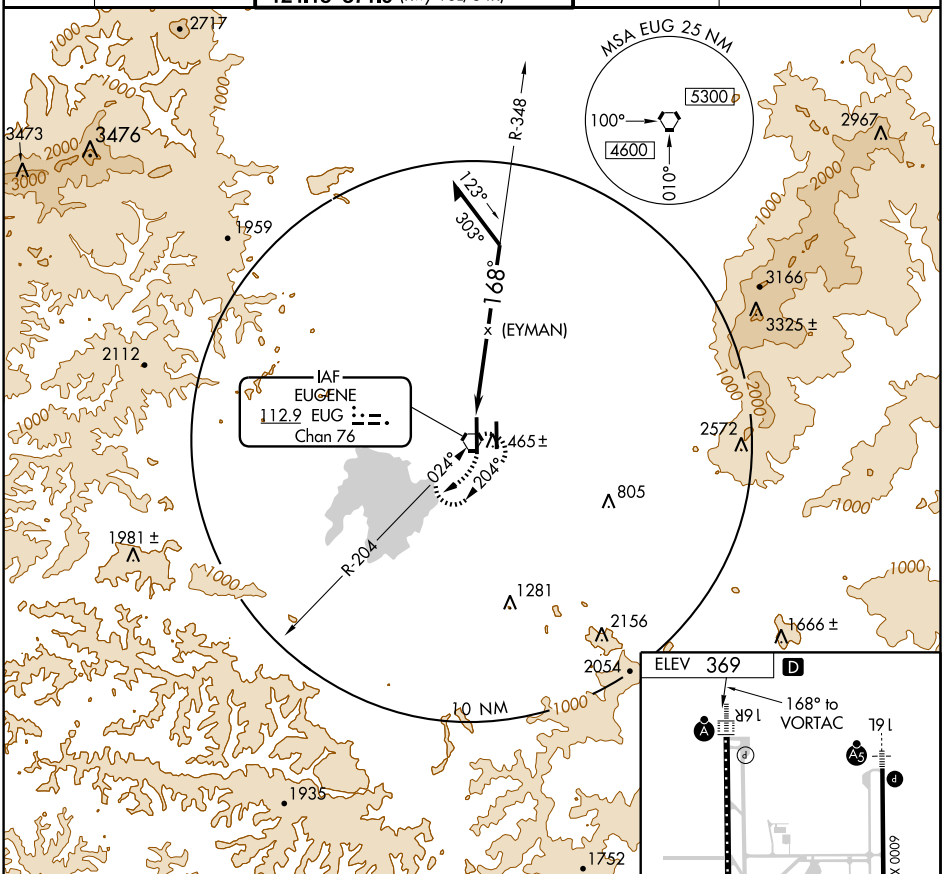
VORTAC EUG 112.9 Chan 76	APP CRS 168°	Rwy Idg N/A TDZE N/A Apt Elev 369

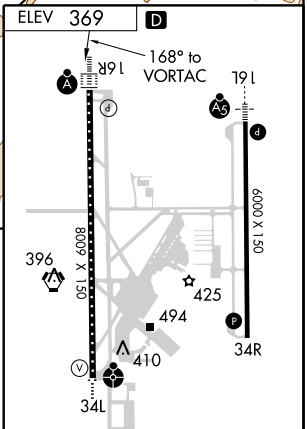
VOR or GPS-A

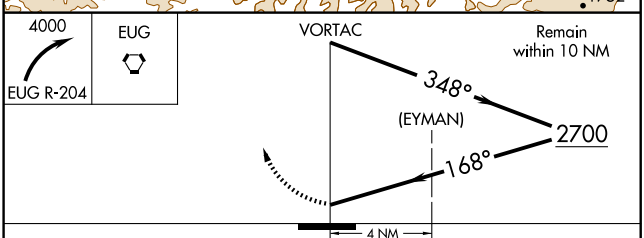
EUGENE/MAHLON SWEET FIELD (EUG)

MISSED APPROACH: Climbing right turn to 4000 via EUG R-204, then direct EUG VORTAC and hold.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95







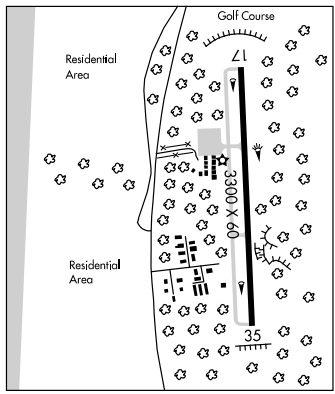
CATEGORY	A	B	C	D
CIRCLING	1200-1 831 (900-1)	1200-1¼ 831 (900-1¼)	1200-2½ 831 (900-2½)	1200-2¾ 831 (900-2¾)

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

GLENEDEN BEACH

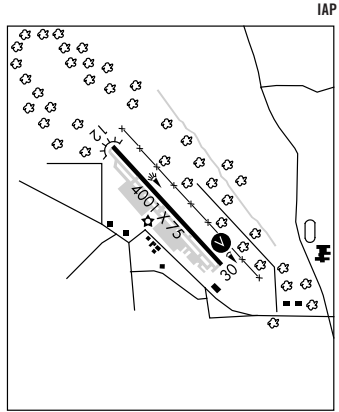
SILETZ BAY STATE (S45) 1 SE UTC−8(−7DT) N44°52.62′ W124°01.71′ **SEATTLE**
69 B TPA—1069(1000) NOTAM FILE MMV **L–1B**
RWY 17–35: H3300X60 (ASPH) S–11 MIRL
RWY 17: Trees. Rgt tfc. **RWY 35:** Brush.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 35 has 4–6 inch dip 800′ from S end. MIRL Rwy 17–35 preset low intensity; ACTIVATE higher intensity—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE ONP.
NEWPORT (H) VORTACW 117.1 ONP Chan 118 N44°34.52′ W124°03.64′ 345° 18.1 NM to fld. 150/19E.



GOLD BEACH MUNI (4S1) 0 W UTC−8(−7DT) N42°24.92′ W124°25.50′ **KLAMATH FALLS**
20 B S4 **FUEL** 100LL, JET A NOTAM FILE MMV **L–2J**
RWY 16–34: H3237X75 (ASPH) S–12.5 MIRL
RWY 16: REIL. Thld dsplcd 90′. Road. Rgt tfc. **RWY 34:** REIL. Road.
AIRPORT REMARKS: Attended 1600–0100Z‡. BE ALERT: Birds on and in the vicinity of arpt. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.15 (541) 247–2518.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.
CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77′ W124°14.44′ 329° 39.0 NM to fld. 54/19E.
COMM/NAV/WEATHER REMARKS: UNICOM unmonitored.

GRANT CO RGNL/OGILVIE FLD (See JOHN DAY)

GRANTS PASS (3S8) 5 NW UTC−8(−7DT) N42°30.61′ W123°23.28′ **KLAMATH FALLS**
1126 B S4 **FUEL** 100LL, JET A TPA—2126(1000) NOTAM FILE MMV **L–2J**
RWY 12–30: H4001X75 (ASPH) S–19 MIRL 0.8% up SE **IAP**
RWY 12: REIL. Trees.
RWY 30: REIL. VASI(V4R)—GA 4.25° TCH 55′. Trees.
AIRPORT REMARKS: Attended 1600–0100Z‡. 24 hr credit card fuel avbl. VASI Rwy 30 not to be used for turbojet operations. Rwy 30 designated calm wind rwy. Rwy 12–30 has basic markings, plus aiming point markings. ACTIVATE VASI Rwy 30 and REIL Rwy 12 and Rwy 30—CTAF. MIRL Rwy 12–30 on continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
CASCADE APP/DEP CON 124.3 (1400–0700Z‡)
SEATTLE CENTER APP/DEP CON 121.4 (0700–1400Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.
ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28.77′ W122°54.78′ 256° 21.2 NM to fld. 2083/19E. **HIWAS.**



APP CRS	Rwy Idg	N/A
134°	TDZE	N/A
	Apt Elev	1126

GPS-A
GRANTS PASS (3S8)

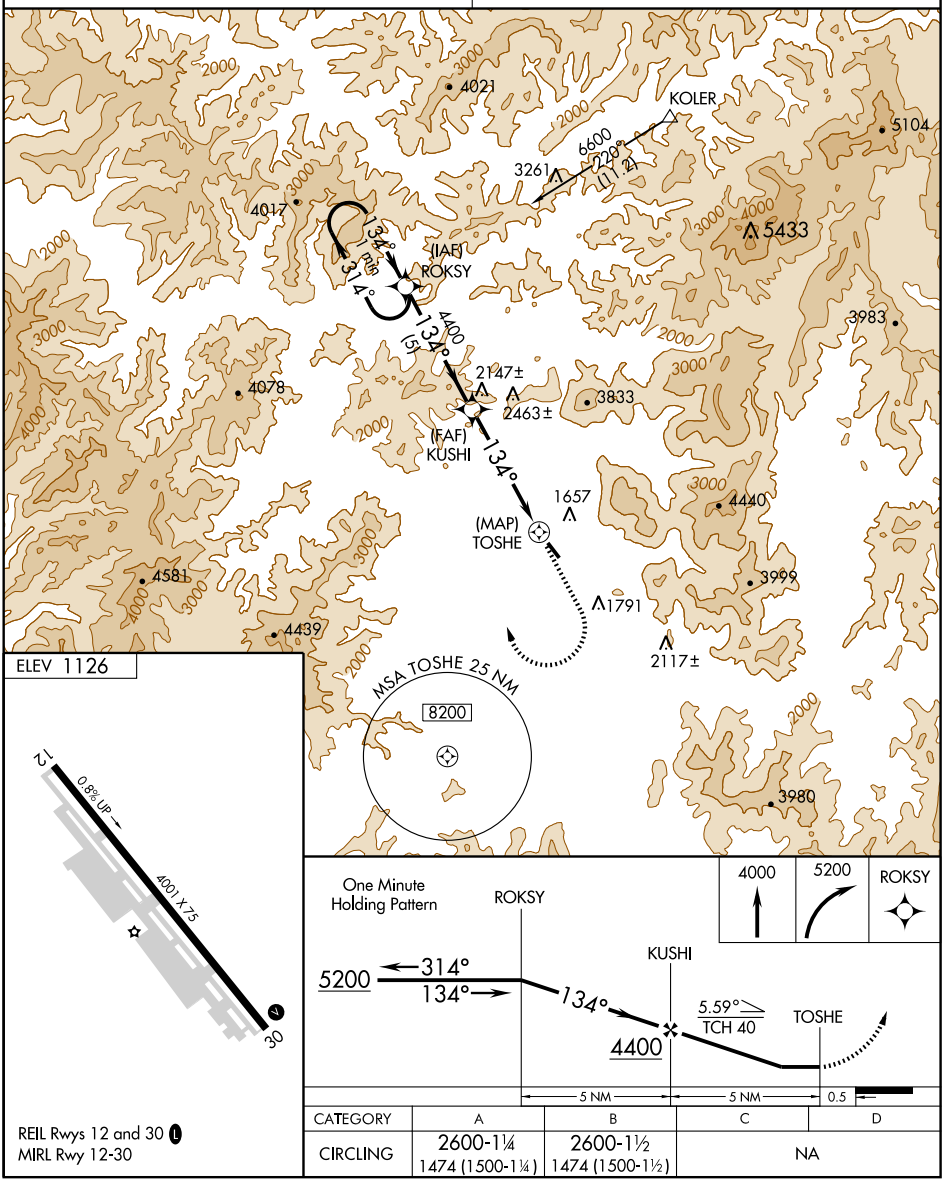
V
NA

Obtain local altimeter on CTAF; when not received procedure NA.
Circling NA northeast of Rwy 12-30.

MISSED APPROACH: Climb to 4000, then climbing right turn to 5200 direct ROKSY WP and hold.

CASCADE APP CON ★
124.3 379.9

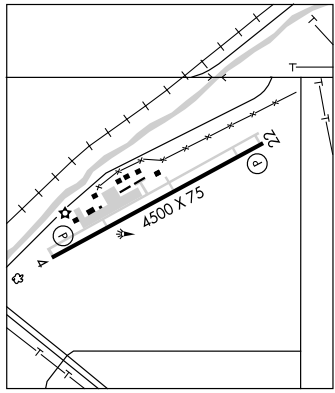
UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2600-1¼ 1474 (1500-1¼)	2600-1½ 1474 (1500-1½)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HERMISTON MUNI (HRI) 2 SE UTC−8(−7DT) N45°49.69′ W119°15.55′ **SEATTLE**
644 B S4 **FUEL** 100LL, JET A TPA—1444(800) NOTAM FILE HRI **L–13A**
RWY 04–22: H4500X75 (ASPH) S–22 MIRL **IAP**
RWY 04: PAPI (P2L)—GA 3.0° TCH 36′. Tree.
RWY 22: REIL. PAPI(P2L)—GA 3.5° TCH 37′. P–line.
AIRPORT REMARKS: Attended Oct–Mar 1600–0100Z‡, Apr–Sep 1600–0200Z‡. Parachute Jumping. ACTIVATE MIRL Rwy 04–22 and REIL Rwy 22—CTAF. PAPI Rwy 04 and Rwy 22 opr continuously.
WEATHER DATA SOURCES: ASOS 135.225 (541) 567–8580.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHINOOK APP/DEP CON** 133.15 (1400–0600Z‡)
SEATTLE CENTER APP/DEP CON 132.6 (0600–1400Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.
PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 280° 15.6 NM to fld. 1559/20E. **HIWAS.**



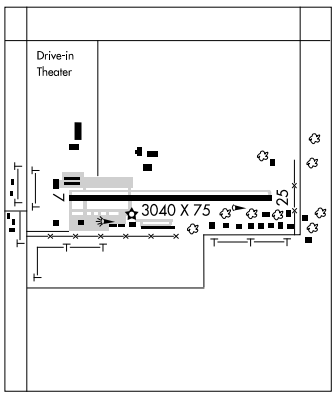
HILLSBORO

STARK'S TWIN OAKS AIRPARK (7S3) 4 S UTC−8(−7DT) N45°25.71′ W122°56.53′ **SEATTLE**
170 S3 **FUEL** 100LL TPA—1110(940) NOTAM FILE MMV
RWY 02–20: H2465X48 (ASPH) LIRL
RWY 02: Thld dsplcd 100′. Tree. **RWY 20:** Trees.
AIRPORT REMARKS: Attended dawn–dusk. Rwy lgts opr 0200–0800Z‡. For LIRL Rwy 02–20 after 0800Z‡ PPR call arpt manager 503–628–2056.
COMMUNICATIONS: CTAF/UNICOM 123.05
PORTLAND CLNC DEL 119.95

HOBBY FLD (See CRESWELL)

HOOD RIVER

KEN JERNSTEDT AIRFIELD (4S2) 2 S UTC−8(−7DT) N45°40.36′ W121°32.19′ **SEATTLE**
631 B S4 **FUEL** 100LL TPA—1500(869) NOTAM FILE MMV **L–1C, 13A**
RWY 07–25: H3040X75 (ASPH) S–23 LIRL
RWY 07: Tree. **RWY 25:** REIL. Road.
AIRPORT REMARKS: Attended Nov–Apr 1600–0100Z‡, May–Oct 1600–0200Z‡. Frequent vehicular tfc AER 07. Gliders and ultralights use right traffic for Rwys 07 and 25. ACTIVATE REIL Rwy 25—CTAF. Rwy 07–25 LIRL opr continuously.
WEATHER DATA SOURCES: AWOS–3 134.375 (541) 386–2386.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.
KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81′ W121°06.05′ 242° 18.5 NM to fld. 3220/21E. **HIWAS.**



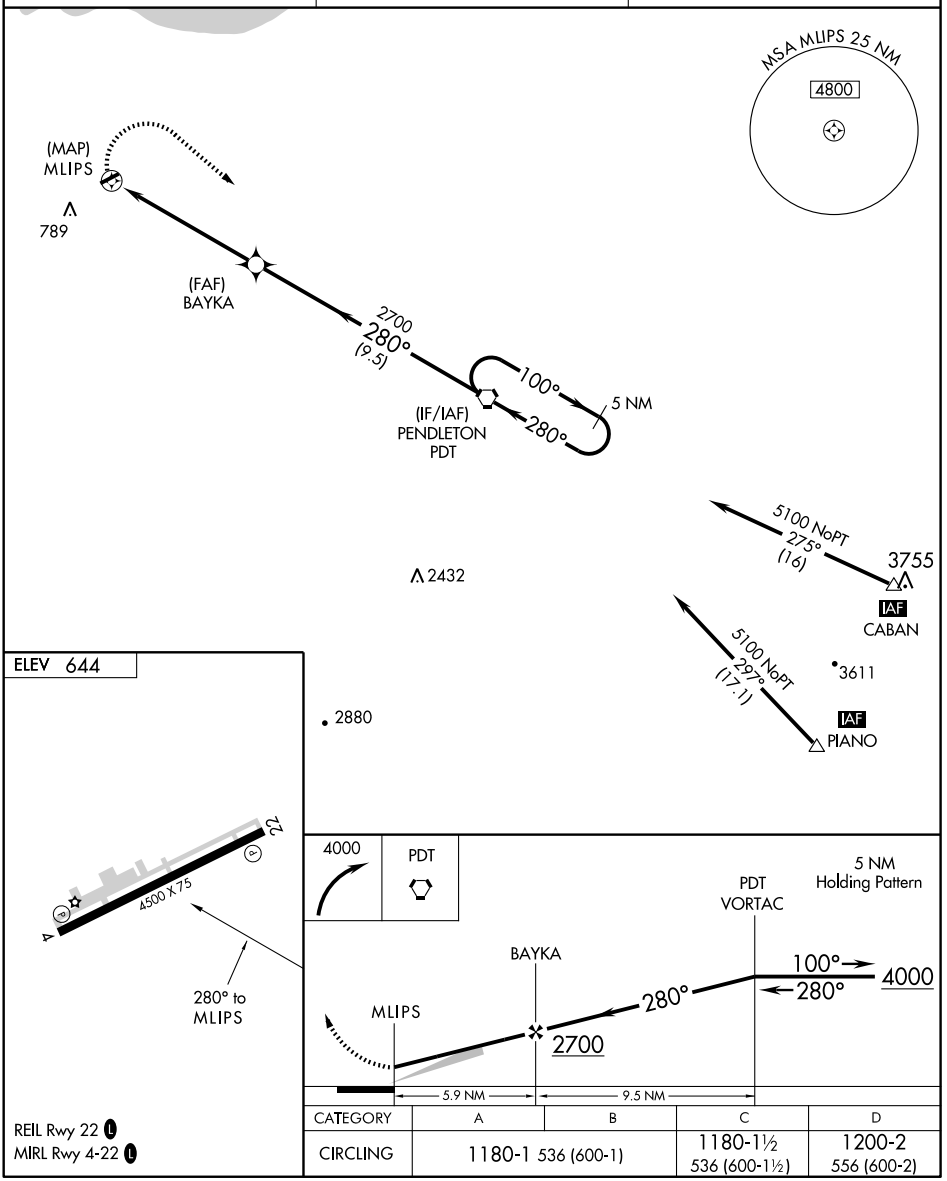
APP CRS	Rwy Idg	N/A
280°	TDZE	N/A
	Apt Elev	644

RNAV(GPS)-B
HERMISTON MUNI (HRI)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing right turn to 4000 direct PDT VORTAC and hold.

ASOS	CHINOOK APP CON ★	UNICOM
135.225	133.15 379.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1180-1 536 (600-1)		1180-1½ 536 (600-1½)	1200-2 556 (600-2)

REIL Rwy 22 L
MIRL Rwy 4-22 L

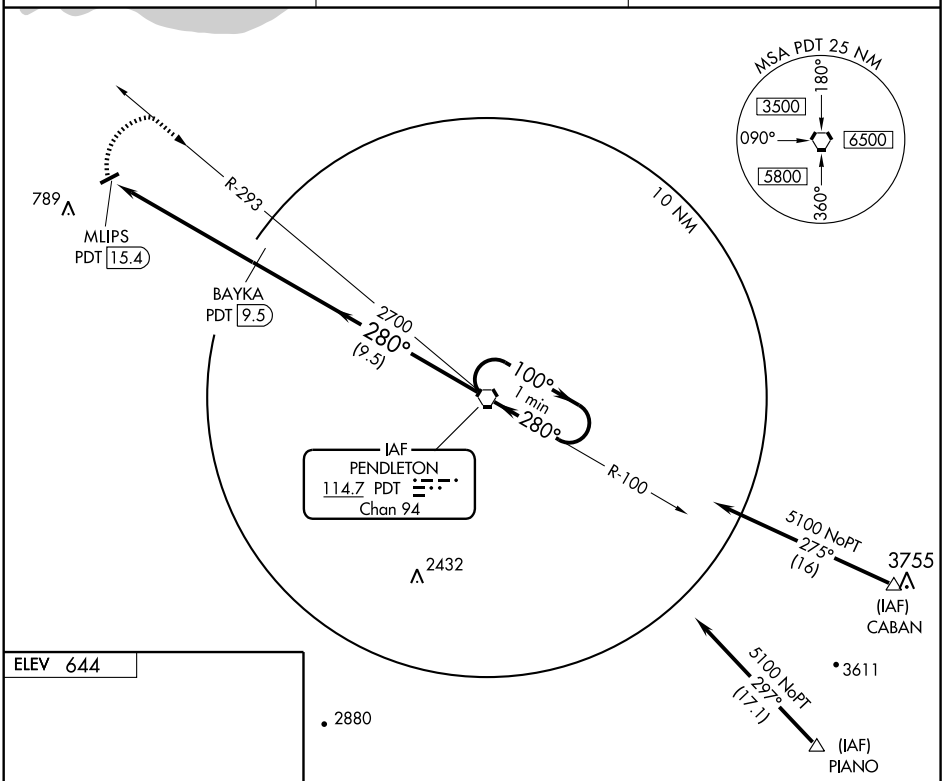
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

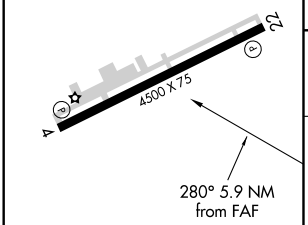
VORTAC PDT	APP CRS	Rwy Idg	N/A
114.7	280°	TDZE	N/A
Chan 94		Apt Elev	644

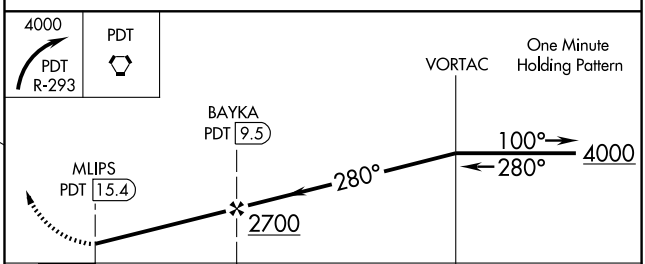
VOR/DME-A
HERMISTON MUNI (HRI)

MISSED APPROACH: Climbing right turn to 4000 via PDT R-293 to PDT VORTAC and hold.

ASOS	CHINOOK APP CON ★	UNICOM
135.225	133.15 379.15	122.8 (CTAF) L







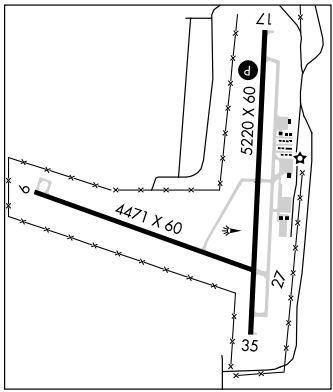
CATEGORY	A	B	C	D
CIRCLING	1180-1 536 (600-1)		1180-1½ 536 (600-1½)	1200-2 556 (600-2)

REIL Rwy 22 L
MIRL Rwy 4-22 L

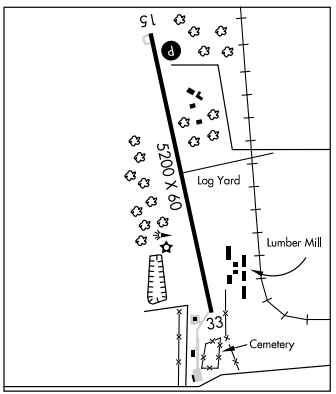
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

JOHN DAY

GRANT CO RGNL/OGILVIE FLD (GCD) 1 SW UTC−8(−7DT) N44°24.17′ W118°58.07′ **KLAMATH FALLS**
3703 B **FUEL** 100LL, JET A NOTAM FILE GCD **H–1B, L–13A**
RWY 17–35: H5220X60 (ASPH) S–12.5 MIRL 0.5% up S **IAP**
RWY 17: REIL. PAPI(P4R)—GA 4.0° TCH 52′.
RWY 09–27: H4471X60 (ASPH) S–12.5 MIRL 1.3% up E
RWY 27: Rgt tfc.
AIRPORT REMARKS: Attended Oct–May Mon–Sat 1600–0000Z‡, Jun–Sep Mon–Fri 1500–0300Z‡. Self service fuel available after hours. Extensive helicopter activity during fire season Jul–Oct. Rwy 27 and Rwy 35 hold lines are marked in white outline only. Be aware of soft edges along rwys and twys. 8 foot game fence around arpt. Rwy 17–35 basic markings, plus aiming point marks. Twy lines and Rwy 17–35 centerline markings incomplete, Rwy 27 relocated thld and Rwy 27 not marked. Twy marked with reflectors. ACTIVATE MIRL Rwy 09–27, MIRL Rwy 17–35, REIL Rwy 17 and PAPI Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (541) 575–1122.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 128.15.
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
KIMBERLY (H) VORTACW 115.6 IMB Chan 103 N44°38.90′ W119°42.70′ 095° 35.2 NM to fld. 5220/20E. **HIWAS.**
COMM/NAV/WEATHER REMARKS: CLNC DEL thru Flight Services 1–800–WX–BRIEF.



JOSEPH STATE (JSY) 1 W UTC−8(−7DT) N45°21.57′ W117°15.23′ **SEATTLE**
4121 B **FUEL** 100LL TPA—5121(1000) NOTAM FILE MMV **H–1C, L–13B**
RWY 15–33: H5200X60 (ASPH) S–12.5 MIRL
RWY 15: REIL. PAPI(P2L)—GA 4.0° TCH 43′. Trees.
RWY 33: P–line.
AIRPORT REMARKS: Unattended. Use extreme CAUTION during South tkfs due to possible hazardous downdrafts south of arpt under south wind conditions. Deer on arpt all hours. P–lines near Rwy 33 AER unmarked. Unicom unattended. ACTIVATE MIRL Rwy 15–33, PAPI and REIL Rwy 15—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.775 (541) 432–0458.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.
DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03′ W116°12.38′ 290° 57.0 NM to fld. 7333/19E.



KARPEN N46°08.37′ W123°35.24′. NOTAM FILE AST. **SEATTLE**
NDB (MHW) 201 PEN 255° 12.2 NM to Astoria Rgnl. NDB unmonitored. **L–1C**

KEN JERNSTEDT AIRFIELD (See HOOD RIVER)

KIMBERLY N44°38.90′ W119°42.70′. NOTAM FILE MMV. **SEATTLE**
(H) VORTACW 115.6 IMB Chan 103 094° 35.3 NM to Grant Co Rgnl/Ogilvie Fld. 5220/20E. **H–1B, L–13A**
HIWAS.
RCO 122.6 (MC MINNVILLE RADIO)

APP CRS	Rwy Idg	4471
083°	TDZE	3669
	Apt Elev	3703

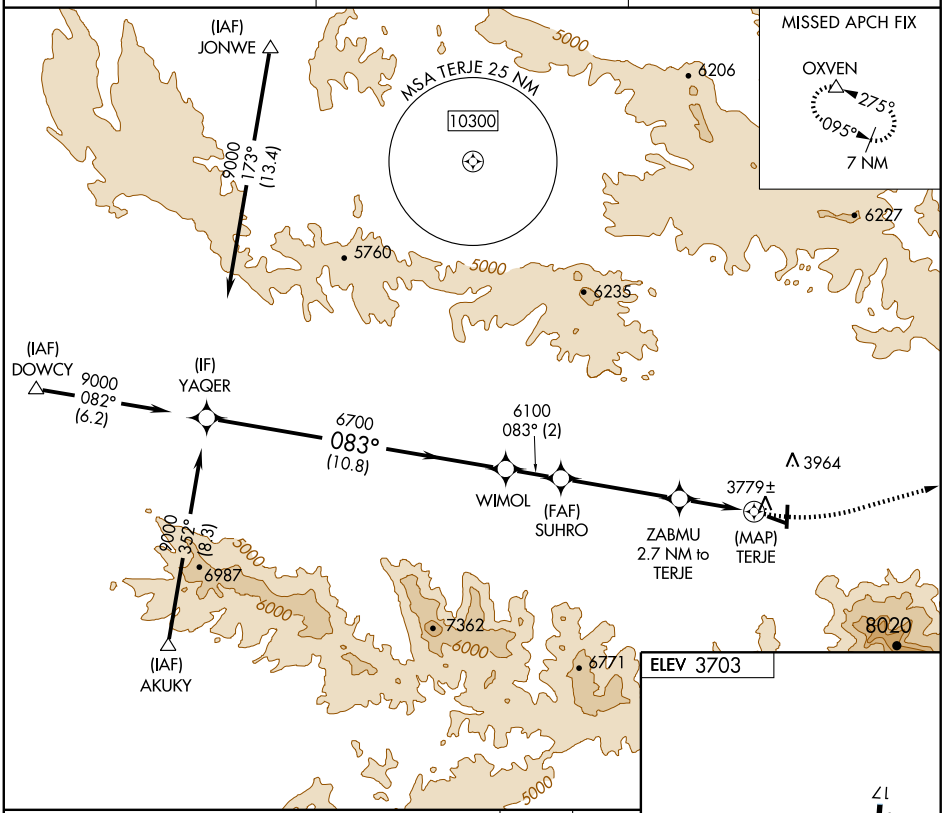
RNAV (GPS) Y RWY 9

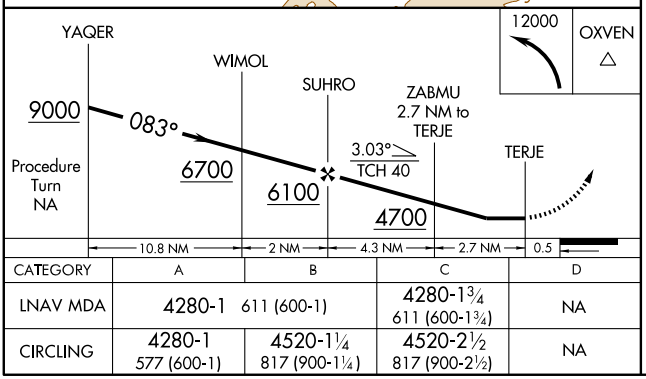
JOHN DAY/ GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

When local altimeter setting not received, procedure NA.
Circling NA south of Rwy 9-27. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

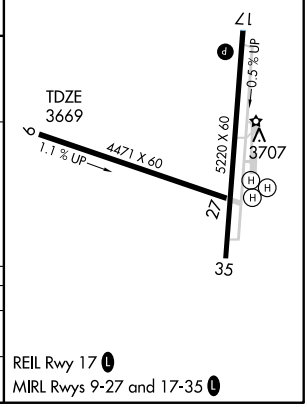
MISSED APPROACH: Climbing left turn to 12000 direct OXVEN and hold, continue climb-in-hold to 12000.

AWOS-3	SEATTLE CENTER	UNICOM
118.375	128.15 257.75	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4280-1 611 (600-1)		4280-1¾ 611 (600-1¾)	NA
CIRCLING	4280-1 577 (600-1)	4520-1¼ 817 (900-1¼)	4520-2½ 817 (900-2½)	NA



REIL Rwy 17 L
MIRL Rwys 9-27 and 17-35 L

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4471
CH 73010	091°	TDZE	3669
W09A		Apt Elev	3703

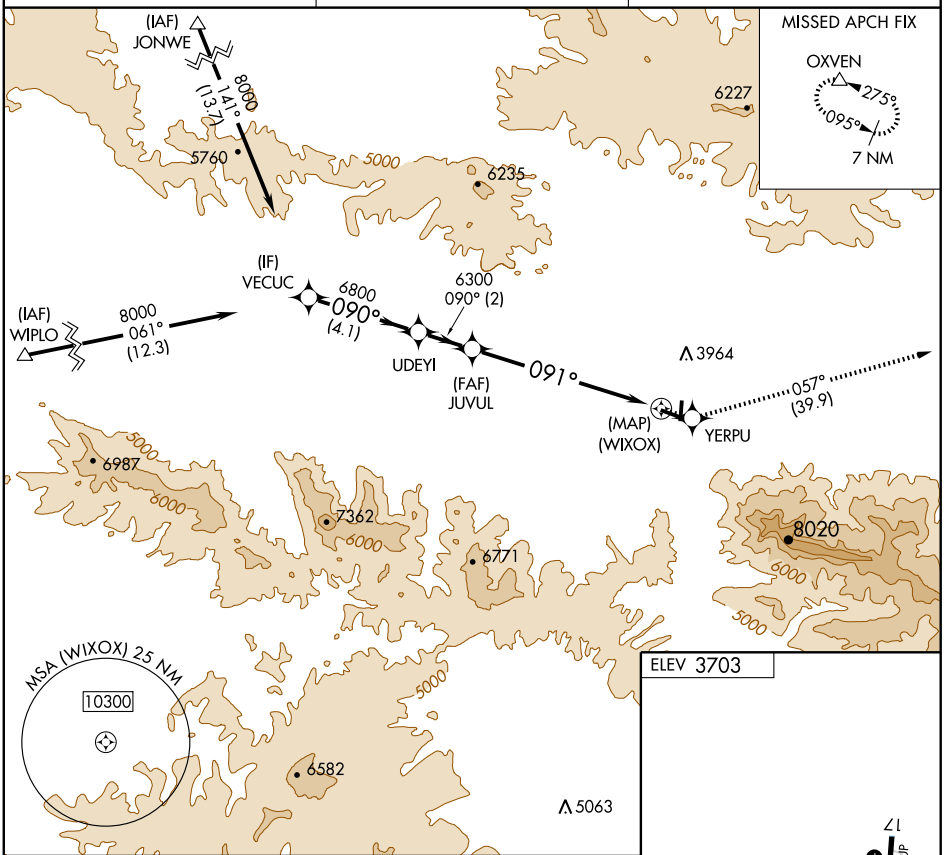
RNAV (GPS) Z RWY 9

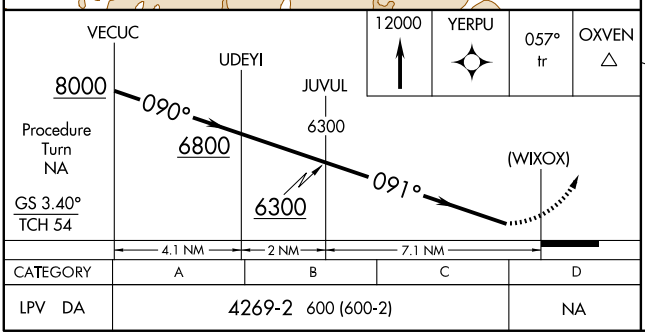
JOHN DAY/ GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

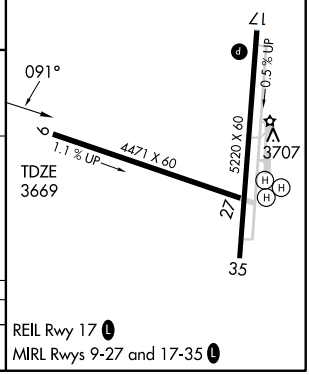
When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.
Visbility reduction by helicopters NA.

MISSED APPROACH: Climb to 12000 direct YERPU then via 057° track to OXVEN and hold, continue climb-in-hold to 12000.

AWOS-3	SEATTLE CENTER	UNICOM
118.375	128.15 257.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4269-2 600 (600-2)			NA

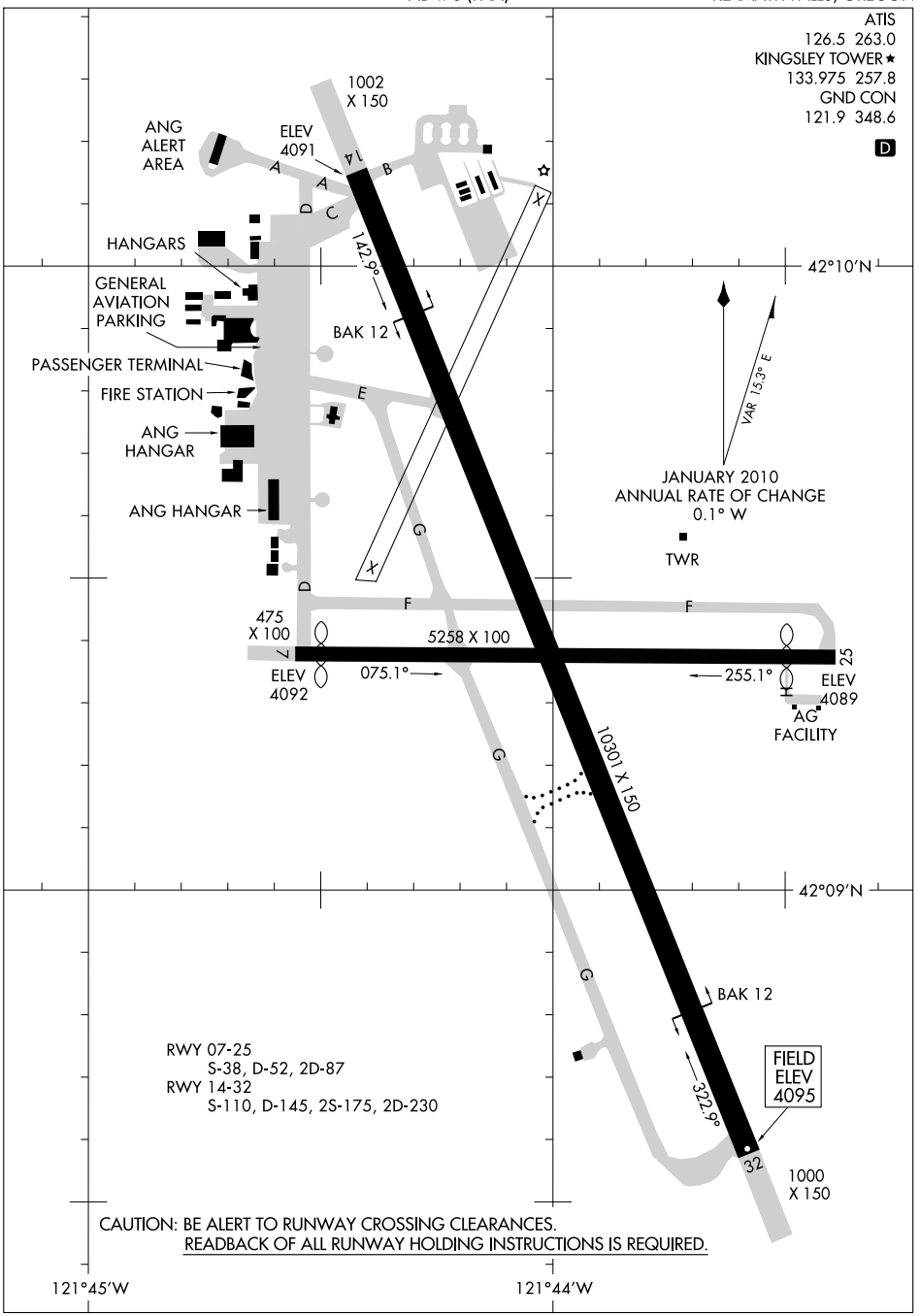
REIL Rwy 17 L
MIRL Rwys 9-27 and 17-35 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-473 (FAA)

KLAMATH FALLS (LMT)
KLAMATH FALLS, OREGON



NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

KLAMATH FALLS, OREGON
KLAMATH FALLS (LMT)

10210

KLAMATH FALLS (LMT) 4 SE UTC−8(−7DT) N42°09.37′ W121°43.99′

KLAMATH FALLS
H–3B, L–2I
IAP, AD

4095 B S4 **FUEL** 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE LMT

RWY 14–32: H10301X150 (ASPH–CONC–GRVD) S–110, D–145, 2S–175, 2D–230 HIRL

RWY 14: MALSF. VASI(V4L)—GA 3.0° TCH 50′. Tree.

RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 50′.

RWY 07–25: H5258X100 (ASPH–GRVD) S–38, D–52, 2D–87 MIRL

RWY 07: Thld dsplcd 307′. Railroad.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 514′. Fence.

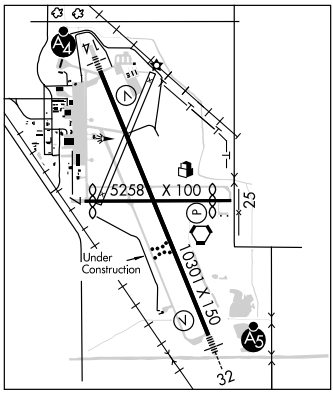
RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–5260	TODA–5260	ASDA–4746	LDA–4439
RWY 25:	TORA–5260	TODA–5260	ASDA–4953	LDA–4439

ARRESTING GEAR/SYSTEM

RWY 14 ← HOOK BAK–12B(B) (1500′)

HOOK BAK–12B(B) (1500′)→ **RWY 32**



AIRPORT REMARKS: Attended 1500–0600Z‡. For services after hours call fixed base operator at 541–882–4681. Flocks of large migratory waterfowl in vicinity Nov–May. When twr closed ACTIVATE MALSF Rwy 14, MALSR Rwy 32, HIRL Rwy 14–32 and MIRL Rwy 07–25 and twy lgts—CTAF. Rwy lgts have a 30 second warm up delay.

WEATHER DATA SOURCES: ASOS (541) 883–8127. **HIWAS** 115.9 LMT.

COMMUNICATIONS: CTAF 133.975 **ATIS** 126.5 **UNICOM** 122.95

RCO 122.6 (MC MINNVILLE RADIO)

Ⓡ **KINGSLEY APP/DEP CON** 123.675 (Mon–Fri 1600–0000Z‡ exc weekends and holidays), other times ctc

Ⓡ **SEATTLE CENTER APP/DEP CON** 127.6

TOWER 133.975 (1500–0600Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1500–0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

(H) VORTACW 115.9 LMT Chan 106 N42°09.19′ W121°43.65′ at fld. 4087/17E. **HIWAS.**

VOR portion unusable:

- 050°–060° byd 30 NM blo 12,000′
- 060°–120° byd 25 NM blo 12,000′
- 170°–195° byd 20 NM
- 210°–245° byd 25 NM blo 12,000′
- 270°–280° byd 20 NM
- 320°–050° byd 23 NM blo 12,000′
- 320°–050° byd 30 NM

DME portion unusable:

- 105°–125° byd 7 NM blo 12,000′
- 153°–195° byd 20 NM blo 11,000′
- 210°–305° byd 25 NM blo 10,500′
- 320°–105° byd 13 NM blo 13,000′
- 320°–125° byd 20 NM

ILS 109.5 I–LMT Rwy 32.

LA GRANDE/UNION COUNTY (LGD) 4 SE UTC−8(−7DT) N45°17.41′ W118°00.43′

SEATTLE
H–1C, L–13A
IAP

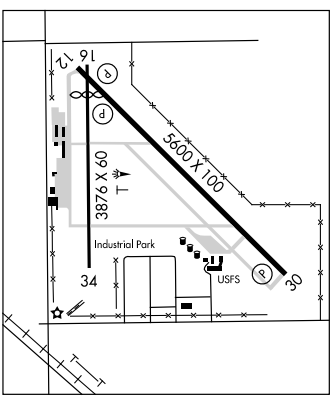
2717 B S4 **FUEL** 100LL, JET A NOTAM FILE LGD Not insp.

RWY 12–30: H5600X100 (ASPH) S–65, D–90, 2S–114, 2D–130 MIRL

RWY 12: PAPI(P2L). Road. **RWY 30:** REIL. PAPI(P2L)—GA 3.0°.

RWY 16–34: H3876X60 (ASPH) S–45, D–60, 2D–100

RWY 16: PAPI(P4L)—GA 3.0° TCH 35′. Thld dsplcd 486′. Road.



AIRPORT REMARKS: Attended Dec–Mar 1600–0200Z‡, Apr–Nov 1500–0300Z‡. For attendant 24 hours call 541–963–6714. Extensive Forest Service opr during summer months. Landing fee for aircraft over 12,500 pounds. Rwy 16–34 marked with reflectors. Twys marked with blue reflectors.

WEATHER DATA SOURCES: AWOS–3 135.075 (541) 963–6824.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BKE.

BAKER CITY (H) VORW/DME 115.3 BKE Chan 100 N44°50.44′ W117°48.47′ 323° 28.3 NM to fld. 3380/20E.

NDB (MHW) 296 LGD N45°20.55′ W117°57.76′ 194° 3.7 NM to fld. NOTAM FILE LGD. Unusable 160°–190° beyond 15 NM and 290°–315° beyond 15 NM.

HI-ILS or LOC/DME RWY 32

LOC I-LMT	APCH CRS	Rwy ldg 10,301 TDZE 4095 Arpt Elev 4095
109.5	321°	

JAL-473 [USAF] KLAMATH FALLS (KINGSLEY FIELD) (KLMT)

▼ * When ALS inop, increase CAT E RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT E vis to 1½ miles.

MALSR A5

† MISSED APPROACH: Climb to 5300 then climbing left turn to 13,000 heading 230° and via LMT VORTAC R-265 to OLEBY/15 DME and hold. Continue climb-in-hold to 13,000.

ATIS ★	KINGSLEY APP CON	KINGSLEY TOWER ★	GND CON	ASOS
126.5 263.0	123.675 270.8	133.975 CTAF L 257.8	121.9 348.6	

*** Circling NE of Rwy 14-32 for CAT E NA.

Simultaneous reception of I-LMT and LMT DME required

DME REQUIRED
NOT FOR CIVIL USE

High terrain all quadrants

ROGUE VALLEY

15,000 096° (42)

R-265

085° 265°

LMT 30

Max holding alt 17,500 Max holding 265 KIAS

HIGH ALTITUDE FACILITIES

20 NM

LOCALIZER 109.5 I-LMT

8208 7244 7260 5000

(IAF) OLEBY LMT 15 15,000

KLAMATH FALLS 115.9 LMT Chan106

4671 4759 4279 4648

SRCUS LMT 4.2

MZAMA LMT 7.2

OM

LR-134 LR-150 LR-131

321° 5260 8600 6255 5099

GACEV LMT 15

ZOOMI LMT 15

141° 322°

USAFA LMT 20 10,000

(IAF) PEREZ LMT 35 FL200

142° 322° R-142

LMT 50

LMT 30 Max holding alt 17,500 Max holding 265 KIAS

052° 232° R-052

15,000 231° (43) LAKEVIEW

(IAF) BIDDS LMT 15 15,000

LMT 15 Arc 13,000 6100

6600 8600

CAUTION: Missed Approach Minimum Climb Rate of 415 FPNM to 12,300

† CAUTION: Missed Approach Minimum Climb Rate to 12,300

Knots	120	180	240	300	360
V/V(fpm)	830	1251	1668	2085	2502

Controlling Obstacle 8208

(a) (b) (c) (c) 072 252 242

MSA LMT 25 NM 180° 8500 270° 7800 360° 9500

EMERG SAFE ALT 100 NM 16,400

ELEV 4095

4169± 4142 4173 4143± 4122± 10,301 x 150 5258 x 100 7 25 P

Rwy 7 ldg 4953′
Rwy 25 ldg 4746′

TDZE 4095

REIL Rwy 25
HIRL Rwy 7-25 and 14-32

321° 6.6 NM from FAF 32 4182±

5300 13,000 hdg 230° OLEBY LMT 15

†† LOC only

VGSI and descent angles not coincident

VORTAC 0.6 SRCUS LMT 4.4 MZAMA LMT 7.2 OM ZOOMI LMT 15 8600 321° 6300 ††5380 GS 3.00° TCH 55

3.8 NM 2.8 NM

CATEGORY	C	D	E
S-ILS 32 *	4295/24 200 (200-½)		
S-LOC 32 **	4500/40 405 (500-¾)		4500/50 405 (500-1)
CIRCLING ***	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)	5700-3 1605 (1700-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 14

VORTAC LMT	APCH CRS	Rwy ldg 10,301
115.9	134°	TDZE 4091
Chan 106		Arpt Elev 4095

JAL-473 [USAF] KLAMATH FALLS (KINGSLEY FIELD) (KLMT)

* Circling NE of Rwy 14-32 for CAT E NA.

MALSF

† MISSED APPROACH: Climb to 5000 then climbing right turn to 9400 heading 180° and LMT VORTAC R-164 to MUREX/17 DME and hold. Continue climb-in-hold to 9400.

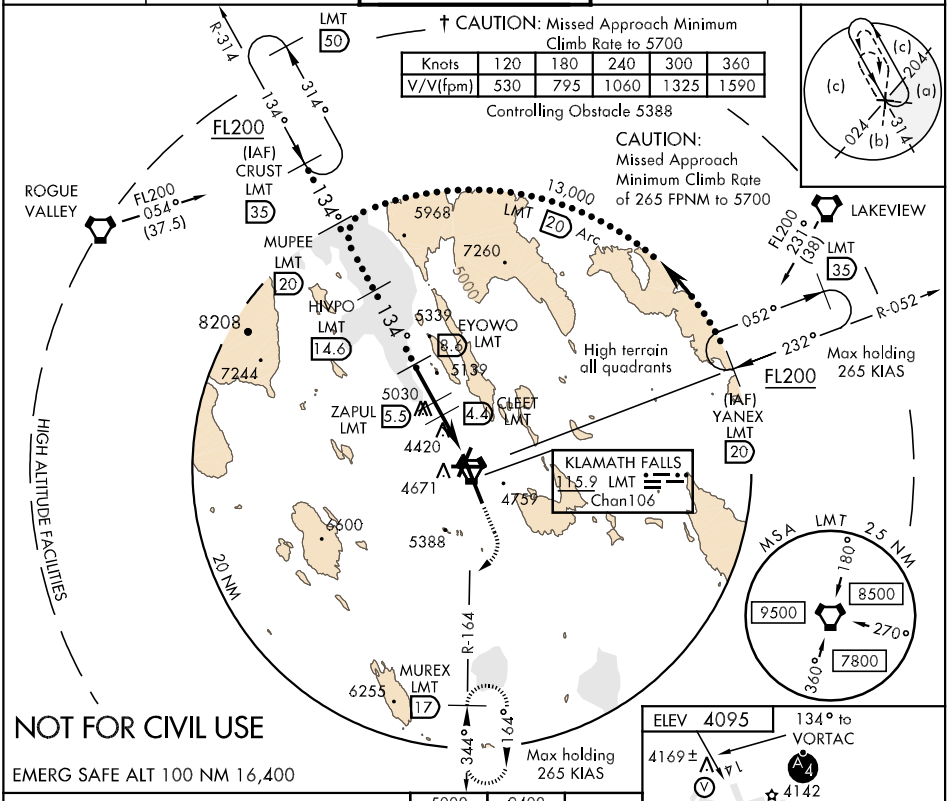
ATIS ★	KINGSLEY APP CON	KINGSLEY TOWER ★	GND CON	ASOS
126.5 263.0	123.675 270.8	133.975 CTAF L 257.8	121.9 348.6	

† CAUTION: Missed Approach Minimum Climb Rate to 5700

Knots	120	180	240	300	360
V/V(fpm)	530	795	1060	1325	1590

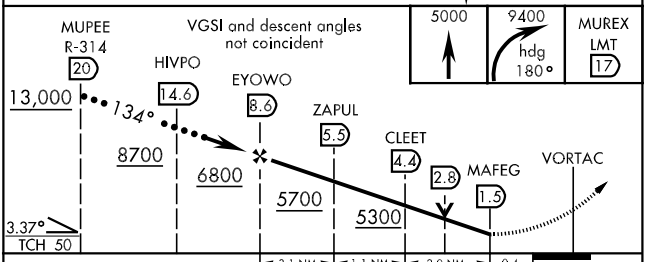
Controlling Obstacle 5388

CAUTION: Missed Approach Minimum Climb Rate of 265 FPNM to 5700

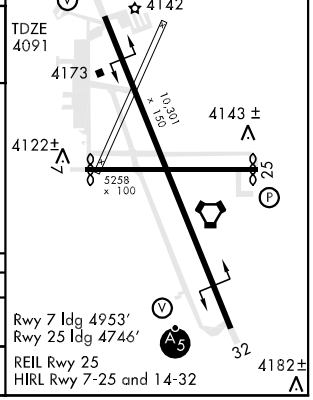


NOT FOR CIVIL USE

EMERG SAFE ALT 100 NM 16,400



5000	9400 hdg 180°	MUREX LMT 17



CATEGORY	C	D	E
S-14	4860-2 ¼ 769 (800-2¼)	4860-2½ 769 (800-2½)	4860-2¾ 769 (800-2¾)
CIRCLING *	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)	5700-3 1605 (1700-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

KLAMATH FALLS, OREGON

HI-TACAN RWY 32

VORTAC LMT	APCH CRS	Rwy ldg	10,301
115.9	328°	TDZE	4095
Chan 106		Arpt Elev	4095

JAL-473 [USAF] KLAMATH FALLS (KINGSLEY FIELD) (KLMT)

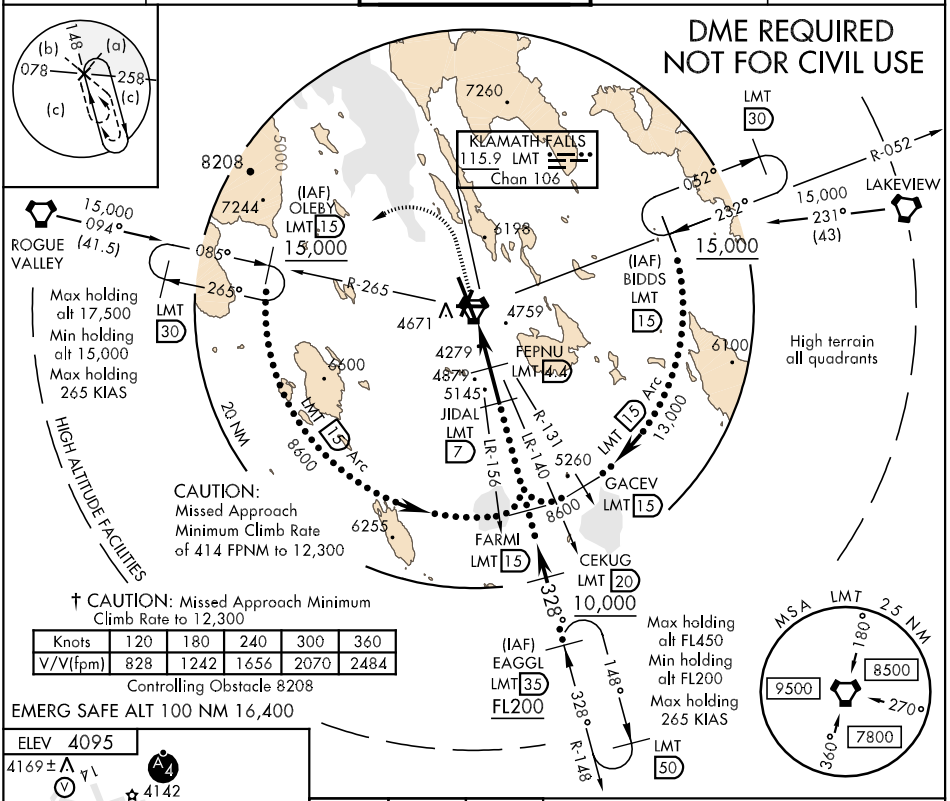
T * When ALS inop, increase CAT C RVR to 60 and vis 1¼ mile, CAT DE vis to 1½ miles.
** Circling NA for CAT E NE of Rwy 14-32.

MALSR A5

† MISSED APPROACH: Climb to 5500 then climbing left turn to 13,000 via heading 230° and LMT VORTAC R-265 to OLEBY/15 DME and hold. Continue climb in hold to 13,000.

ATIS ★	KINGSLEY APP CON	KINGSLEY TOWER ★	GND CON	ASOS
126.5 263.0	123.675 270.8	133.975 CTAF L 257.8	121.9 348.6	

DME REQUIRED
NOT FOR CIVIL USE

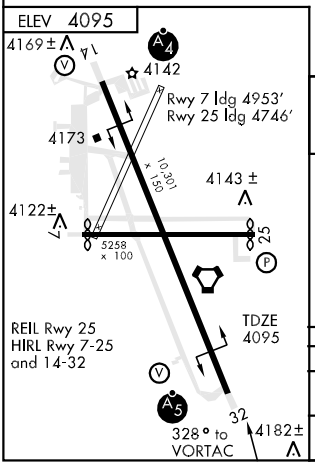


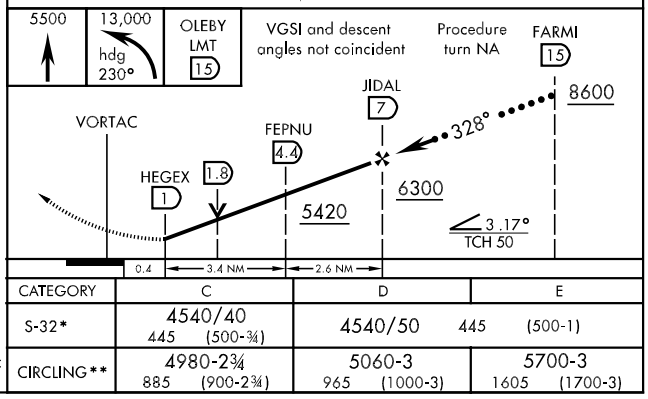
† CAUTION: Missed Approach Minimum Climb Rate to 12,300

Knots	120	180	240	300	360
V/V(fpm)	828	1242	1656	2070	2484

Controlling Obstacle 8208

EMERG SAFE ALT 100 NM 16,400





CATEGORY	C	D	E
S-32*	4540/40 445 (500-¾)	4540/50 445 (500-1)	
CIRCLING**	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)	5700-3 1605 (1700-3)

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-LMT	APP CRS	Rwy Idg	10301
109.5	321°	TDZE	4095
		Apt Elev	4095

ILS or LOC/DME RWY 32

KLAMATH FALLS (LMT)

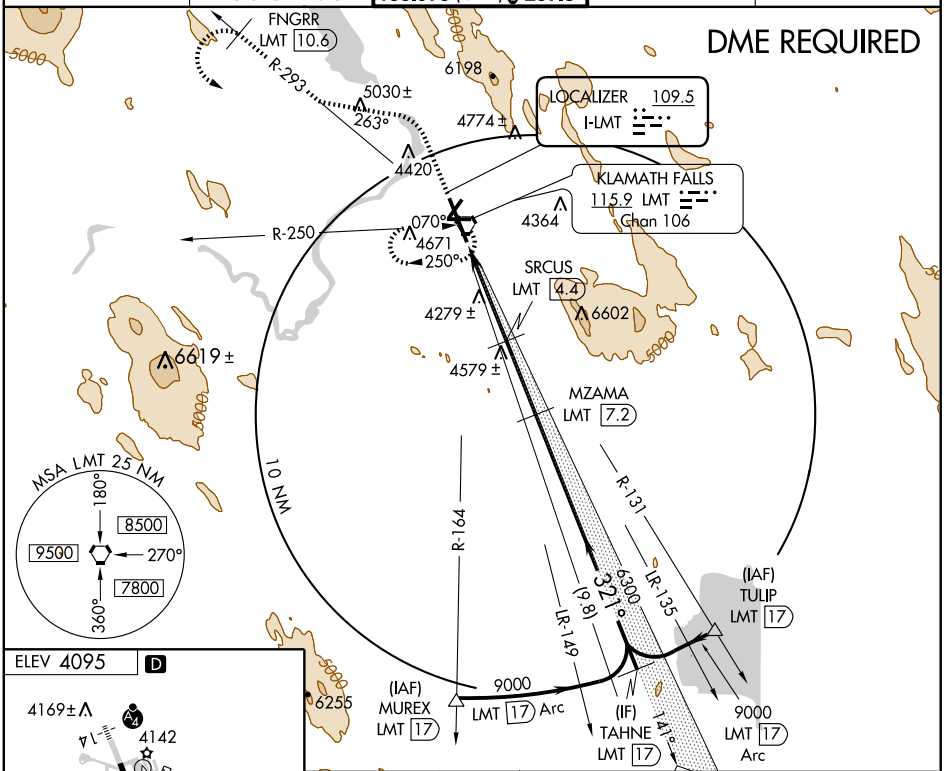
T A ASR/PAR

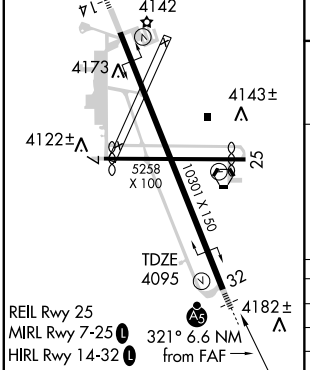
##Missed approach requires minimum climb gradient of 217′ per NM to 5600.
DME from LMT VORTAC. Simultaneous reception of I-LMT and LMT DME Required.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

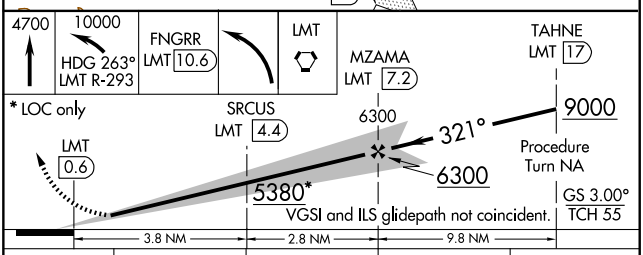
MISSED APPROACH: Climb to 4700 then climbing left turn to 10000 via heading 263° and LMT VORTAC R-293 to FNGRR/LMT VORTAC 10.6 DME then left turn direct LMT VORTAC and hold.

ATIS	KINGSLEY APP CON	KINGSLEY TOWER *	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) L 257.8	121.9 348.6	122.95





FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

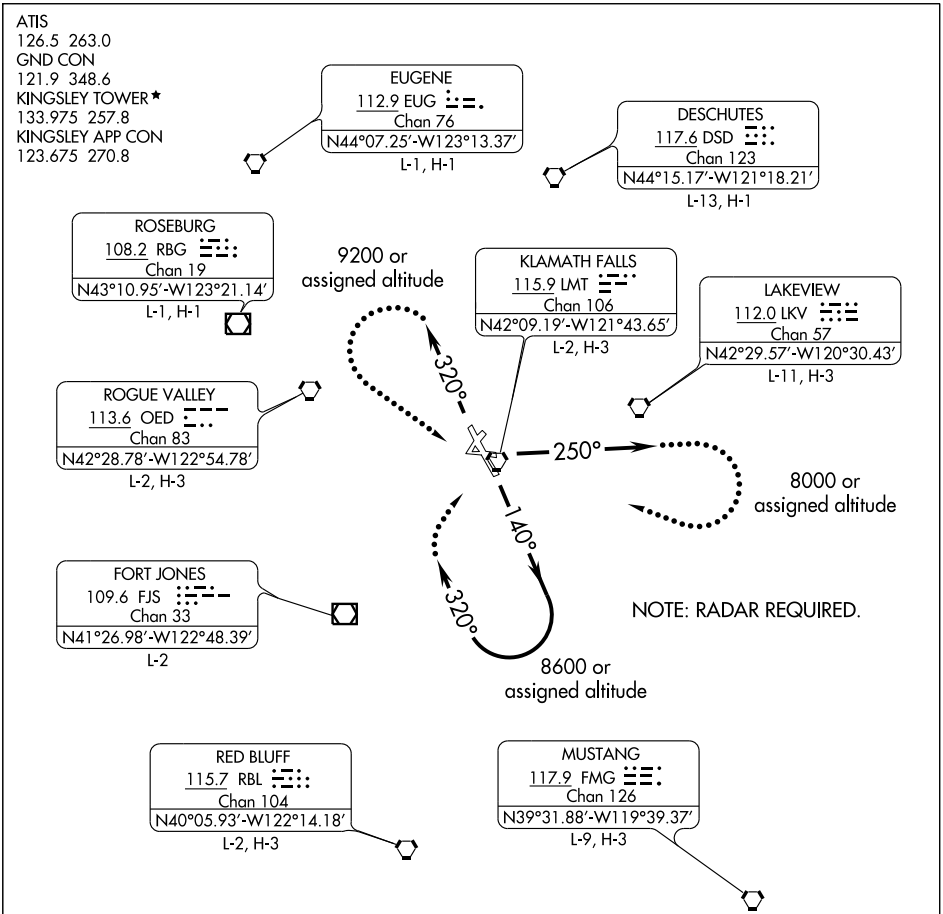


CATEGORY	A	B	C	D
S-ILS 32##	** 4295/24 200 (200-½)			
S-ILS 32	4316/24 221 (300-½)			
S-LOC 32	4620/24 525 (600-½)		4620/50 525 (600-1)	4620/60 525 (600-1¼)
CIRCLING	4840-1 745 (800-1)	4980-1¼ 885 (900-1¼)	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

KINGSLEY FOUR DEPARTURE

SL-473 (FAA)



TAKE-OFF MINIMUMS

RWY 14: Standard with minimum climb of 380′ per NM to 8600.
RWY 25: Standard with minimum climb of 380′ per NM to 8000.
RWY 32: Standard with minimum climb of 350′ per NM to 9200.

TAKE-OFF OBSTACLES NOTES

Rwy 14, Tree 3108′ from DER, 1240′ left of centerline, 100′ AGL/4183′ MSL.
Rwy 25, Terrain and trees beginning 597′ from DER, 420′ left of centerline, up to 100′ AGL/4499′ MSL. Vehicles on road and railroad beginning 254′ from DER, 127′ left of centerline, up to 23′ AGL/4113′ MSL.
Rwy 32, multiple trees beginning 2625′ from DER, 742′ left of centerline, up to 100′ AGL/4191′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NW-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb heading 140° CW 320° to 8600 or assigned altitude, thence . . . .
TAKE-OFF RUNWAY 25: Climb heading 250° to 8000 or assigned altitude, thence . . . .
TAKE-OFF RUNWAY 32: Climb heading 320° to 9200 or assigned altitude, thence . . . .

. . . . via Radar vectors to assigned route.

LOST COMMUNICATIONS

If not in contact with Seattle Center/Kingsley Approach Control after passing 10000' or assigned altitude:
TAKE-OFF RUNWAY 14: Climbing right turn direct LMT VORTAC, thence via (assigned route).
TAKE-OFF RUNWAY 32: Climbing left turn direct LMT VORTAC, thence via (assigned route).
TAKE-OFF RUNWAY 25: Climbing right turn direct LMT VORTAC, thence via (assigned route).

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 58001 W14A | APP CRS 141° | Rwy Idg 10301 TDZE 4091 Apt Elev 4095

RNAV (GPS) RWY 14

KLAMATH FALLS (LMT)

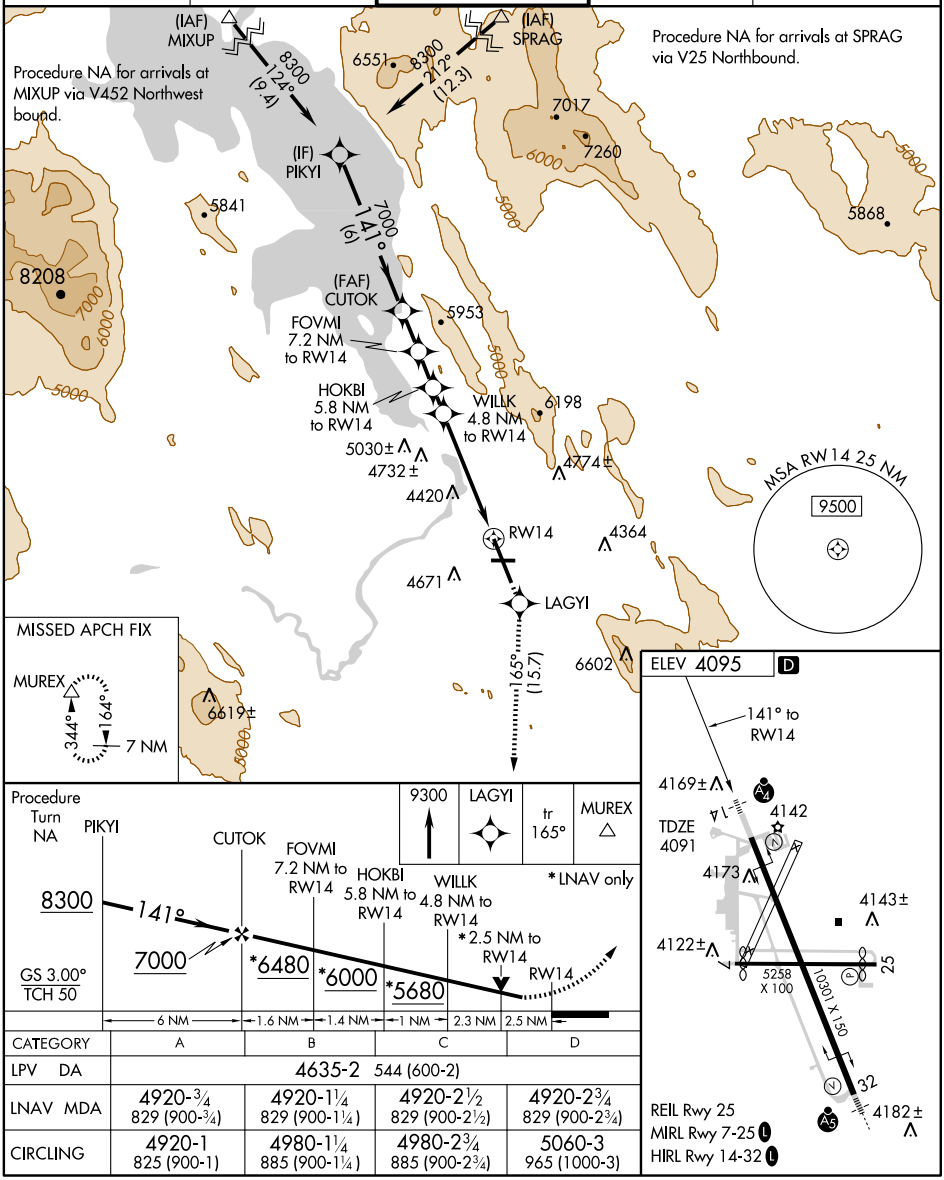
T A ASR/PAR

Inoperative table does not apply to LPV all Cats., and LNAV Cats. B and C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 9300 direct LAGYI and via track 165° to MUREX and hold, continue climb-in-hold to 9300.

ATIS	KINGSLEY APP CON	KINGSLEY TOWER ★	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) L 257.8	121.9 348.6	122.95



CATEGORY	A	B	C	D
LPV DA	4635-2 544 (600-2)			
LNAV MDA	4920-¾ 829 (900-¾)	4920-1¼ 829 (900-1¼)	4920-2½ 829 (900-2½)	4920-2¾ 829 (900-2¾)
CIRCLING	4920-1 825 (900-1)	4980-1¼ 885 (900-1¼)	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	10301
CH 70702	321°	TDZE	4095
W32A		Apt Elev	4095

RNAV (GPS) RWY 32

KLAMATH FALLS (LMT)

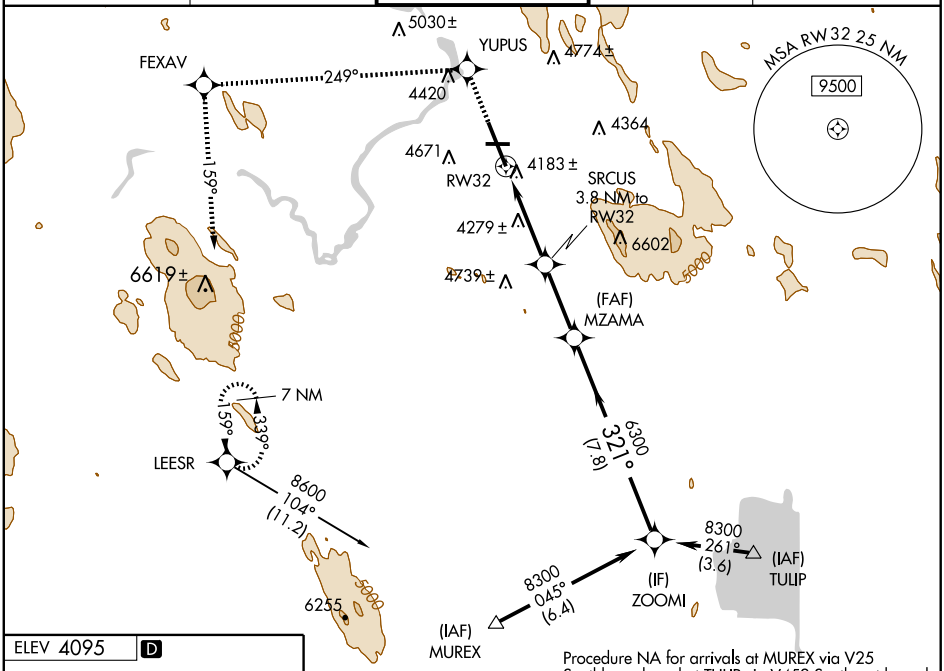
T A ASR/PAR

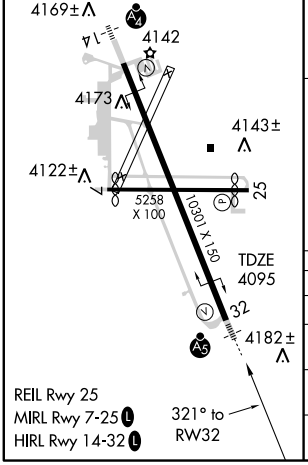
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility all Cats. to RVR 5000.

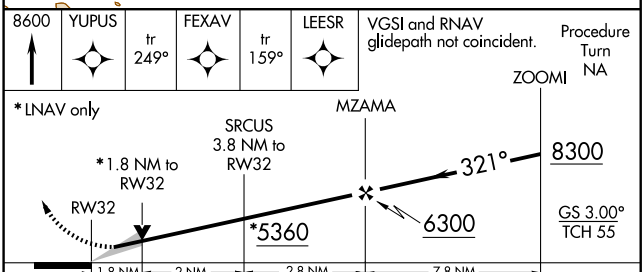
MALSR

MISSED APPROACH: Climb to 8600 direct YUPUS and via track 249° to FEXAV and via track 159° to LEESR and hold.

ATIS	KINGSLEY APP CON	KINGSLEY TOWER★	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	4387/24 292 (300-½)			
LNAV/VNAV DA	4674-1½ 579 (600-1½)			
LNAV MDA	4720/24 625 (700-½)		4720/60 625 (700-1¼)	4720-1½ 625 (700-1½)
CIRCLING	4840-1 745 (800-1)	4980-1¼ 885 (900-1¼)	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC LMT	APP CRS	Rwy Idg	10301
115.9	134°	TDZE	4091
Chan 106		Apt Elev	4095

VOR/DME or TACAN RWY 14

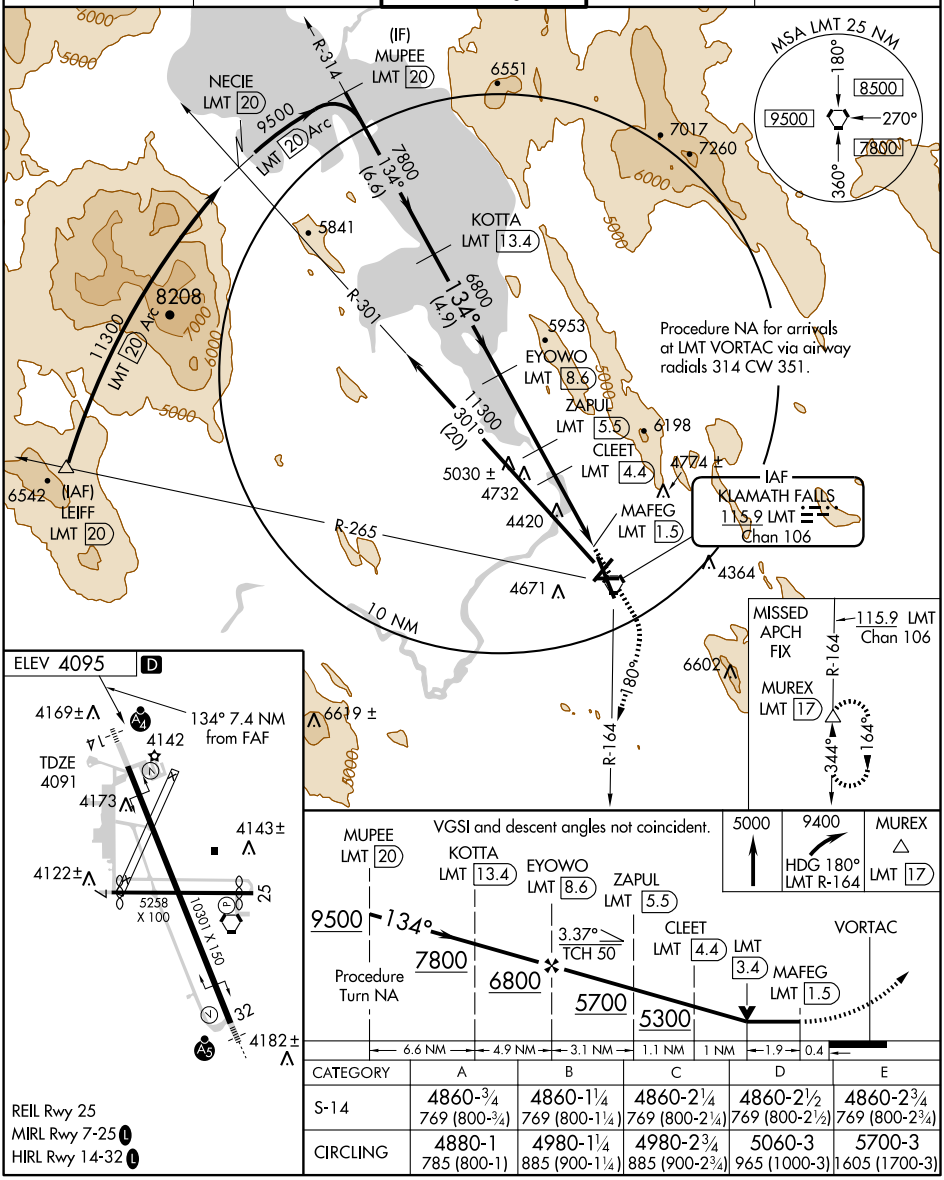
KLAMATH FALLS (LMT)

ASR/PAR — Circling NA for Cat. E NE of Rwy 14-32. Inoperative table does not apply to Cats. B and C. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 5000 then climbing right turn to 9400 via heading 180° and LMT VORTAC R-164 to MUREX/ LMT 17 DME and hold, continue climb-in-hold to 9400.

ATIS	KINGSLEY APP CON	KINGSLEY TOWER★	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) 257.8	121.9 348.6	122.95



REIL Rwy 25
MIRL Rwy 7-25 L
HIRL Rwy 14-32 L

CATEGORY	A	B	C	D	E
S-14	4860-¾ 769 (800-¾)	4860-1¼ 769 (800-1¼)	4860-2¼ 769 (800-2¼)	4860-2½ 769 (800-2½)	4860-2¾ 769 (800-2¾)
CIRCLING	4880-1 785 (800-1)	4980-1¼ 885 (900-1¼)	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)	5700-3 1605 (1700-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME or TACAN RWY 32

KLAMATH FALLS (LMT)

VORTAC LMT	APP CRS	Rwy Idg	10301
115.9	328°	TDZE	4095
Chan 106		Apt Elev	4095

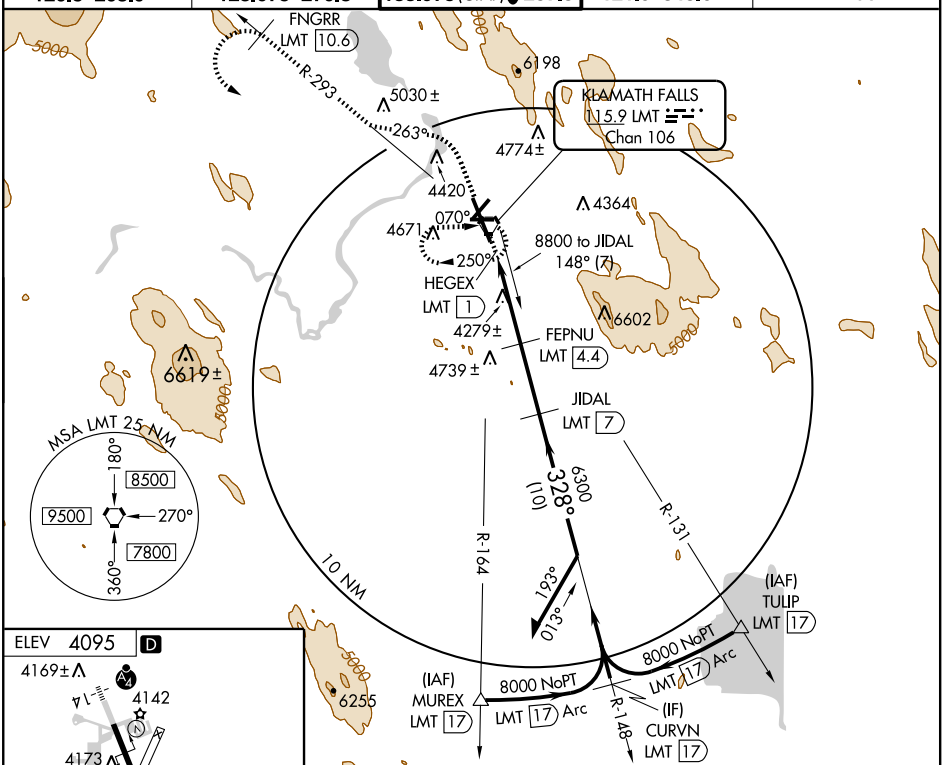
For inoperative MALSR, increase S-32 Cat E visibility to 1¾ mile. Circling NA for Cat E NE of Rwy 14-32. Procedure turn NA for Cat. E aircraft.

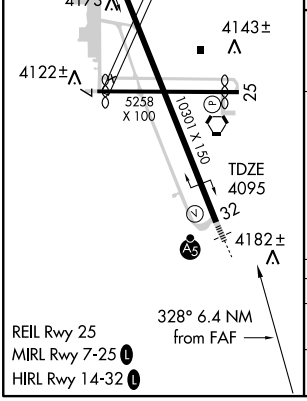
ASR/PAR

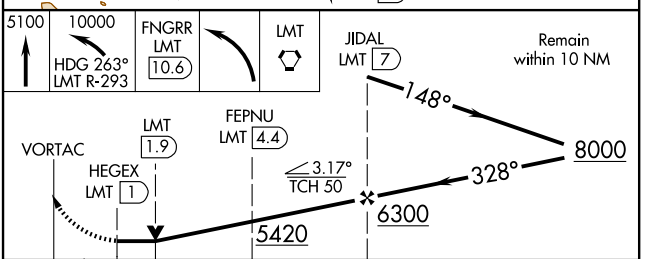
MALSR

MISSED APPROACH: Climb to 5100 then climbing left turn to 10000 via heading 263° and via LMT VORTAC R-293 to FNGRR/LMT 10.6 DME then left turn direct LMT VORTAC and hold. (TACAN aircraft climb to 5000 then climbing left turn to 9000 via heading 230° and LMT VORTAC R-265 to OLEBY/15 DME.)

ATIS	KINGSLEY APP CON	KINGSLEY TOWER ★	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-32	4560/24 465 (500-½)		4560/40 465 (500-¾)	4560/50 465 (500-1)	4560/60 465 (500-1¼)
CIRCLING	4840-1 745 (800-1)	4980-1¼ 885 (900-1¼)	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)	5700-3 1605 (1700-3)

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

KLAMATH FALLS (LMT) 4 SE UTC−8(−7DT) N42°09.37′ W121°43.99′

KLAMATH FALLS
H–3B, L–2I
IAP, AD

4095 B S4 **FUEL** 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE LMT

RWY 14–32: H10301X150 (ASPH–CONC–GRVD) S–110, D–145, 2S–175, 2D–230 HIRL

RWY 14: MALSF. VASI(V4L)—GA 3.0° TCH 50′. Tree.

RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 50′.

RWY 07–25: H5258X100 (ASPH–GRVD) S–38, D–52, 2D–87 MIRL

RWY 07: Thld dsplcd 307′. Railroad.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 514′. Fence.

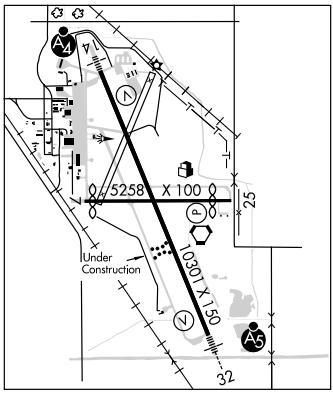
RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–5260	TODA–5260	ASDA–4746	LDA–4439
RWY 25:	TORA–5260	TODA–5260	ASDA–4953	LDA–4439

ARRESTING GEAR/SYSTEM

RWY 14 ← HOOK BAK–12B(B) (1500′)

HOOK BAK–12B(B) (1500′)→ **RWY 32**



AIRPORT REMARKS: Attended 1500–0600Z‡. For services after hours call fixed base operator at 541–882–4681. Flocks of large migratory waterfowl in vicinity Nov–May. When twr closed ACTIVATE MALSF Rwy 14, MALSR Rwy 32, HIRL Rwy 14–32 and MIRL Rwy 07–25 and twy lgts—CTAF. Rwy lgts have a 30 second warm up delay.

WEATHER DATA SOURCES: ASOS (541) 883–8127. **HIWAS** 115.9 LMT.

COMMUNICATIONS: CTAF 133.975 **ATIS** 126.5 **UNICOM** 122.95

RCO 122.6 (MC MINNVILLE RADIO)

Ⓡ **KINGSLEY APP/DEP CON** 123.675 (Mon–Fri 1600–0000Z‡ exc weekends and holidays), other times ctc

Ⓡ **SEATTLE CENTER APP/DEP CON** 127.6

TOWER 133.975 (1500–0600Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1500–0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

(H) VORTACW 115.9 LMT Chan 106 N42°09.19′ W121°43.65′ at fld. 4087/17E. **HIWAS.**

VOR portion unusable:

- 050°–060° byd 30 NM blo 12,000′
- 060°–120° byd 25 NM blo 12,000′
- 170°–195° byd 20 NM
- 210°–245° byd 25 NM blo 12,000′
- 270°–280° byd 20 NM
- 320°–050° byd 23 NM blo 12,000′
- 320°–050° byd 30 NM

DME portion unusable:

- 105°–125° byd 7 NM blo 12,000′
- 153°–195° byd 20 NM blo 11,000′
- 210°–305° byd 25 NM blo 10,500′
- 320°–105° byd 13 NM blo 13,000′
- 320°–125° byd 20 NM

ILS 109.5 I–LMT Rwy 32.

LA GRANDE/UNION COUNTY (LGD) 4 SE UTC−8(−7DT) N45°17.41′ W118°00.43′

SEATTLE
H–1C, L–13A
IAP

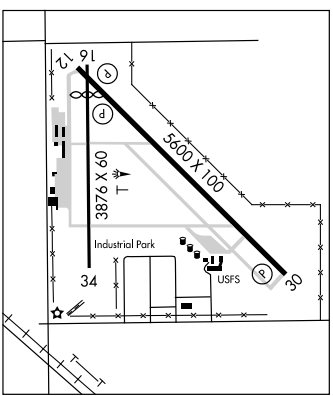
2717 B S4 **FUEL** 100LL, JET A NOTAM FILE LGD Not insp.

RWY 12–30: H5600X100 (ASPH) S–65, D–90, 2S–114, 2D–130 MIRL

RWY 12: PAPI(P2L). Road. **RWY 30:** REIL. PAPI(P2L)—GA 3.0°.

RWY 16–34: H3876X60 (ASPH) S–45, D–60, 2D–100

RWY 16: PAPI(P4L)—GA 3.0° TCH 35′. Thld dsplcd 486′. Road.



AIRPORT REMARKS: Attended Dec–Mar 1600–0200Z‡, Apr–Nov 1500–0300Z‡. For attendant 24 hours call 541–963–6714. Extensive Forest Service opr during summer months. Landing fee for aircraft over 12,500 pounds. Rwy 16–34 marked with reflectors. Twys marked with blue reflectors.

WEATHER DATA SOURCES: AWOS–3 135.075 (541) 963–6824.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BKE.

BAKER CITY (H) VORW/DME 115.3 BKE Chan 100 N44°50.44′ W117°48.47′ 323° 28.3 NM to fld. 3380/20E.

NDB (MHW) 296 LGD N45°20.55′ W117°57.76′ 194° 3.7 NM to fld. NOTAM FILE LGD. Unusable 160°–190° beyond 15 NM and 290°–315° beyond 15 NM.

NDB LGD 296	APP CRS 194°	Rwy Idg N/A TDZE N/A Apt Elev 2717

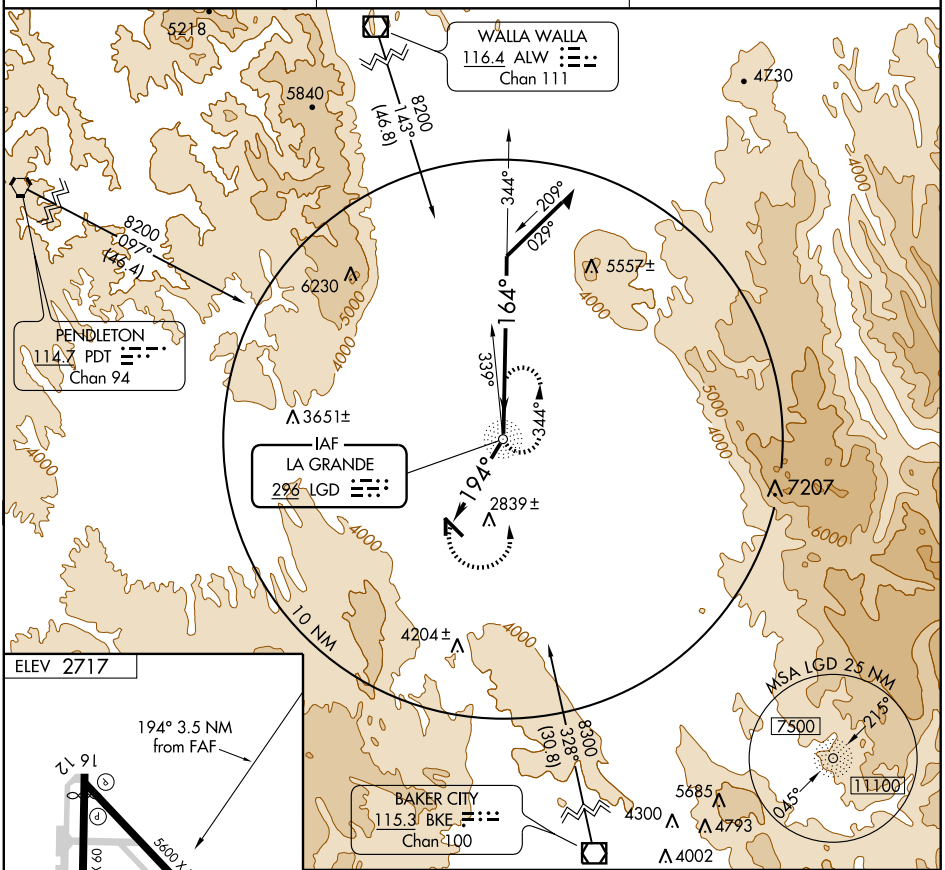
NDB-B

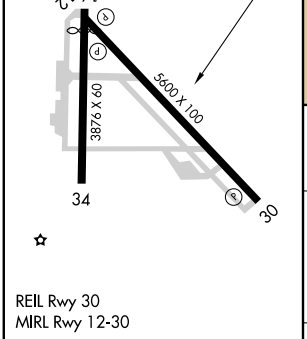
LA GRANDE/UNION COUNTY (LGD)

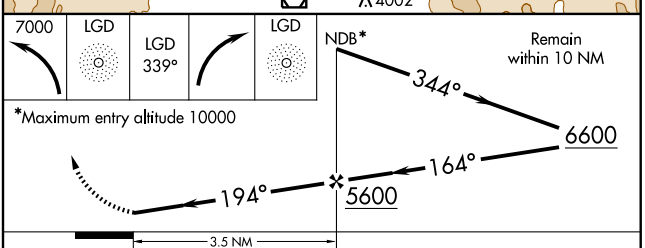
NA

MISSED APPROACH: Climbing left turn to 7000 direct LGD NDB and 339° bearing from LGD NDB, then right turn direct LGD NDB and hold.

AWOS-3	SEATTLE CENTER	UNICOM
135.075	132.6 269.35	122.8 (CTAF)







FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
CIRCLING	4360-1¼ 1643 (1700-1¼)	4360-1½ 1643 (1700-1½)	4360-3 1643 (1700-3)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	3390
CH 66000	163°	TDZE	2717
W16A		Apt Elev	2717

RNAV (GPS) RWY 16

LA GRANDE/UNION COUNTY (LGD)

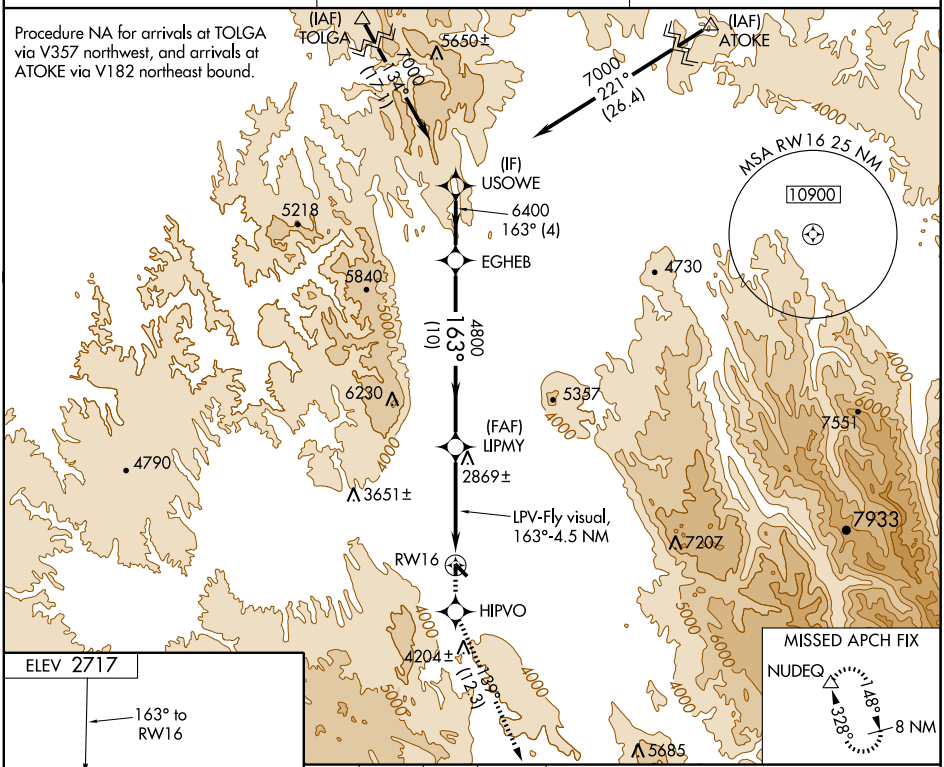
T
NA

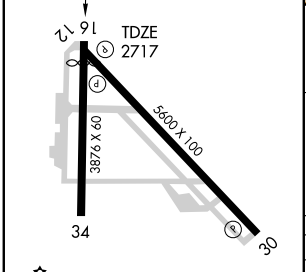
DME/DME RNP-0.3 NA.
If local altimeter setting not received procedure NA.

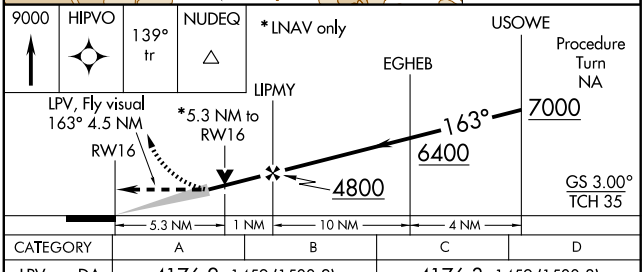
MISSED APPROACH: Climb to 9000 direct HIPVO and via 139° track to NUDEQ and hold, continue climb-in-hold to 9000.

AWOS-3	SEATTLE CENTER	UNICOM
135.075	132.6 269.35	122.8 (CTAF)

Procedure NA for arrivals at TOLGA via V357 northwest, and arrivals at ATOKE via V182 northeast bound.







CATEGORY	A	B	C	D
LPV DA	4176-2 1459 (1500-2)		4176-3 1459 (1500-3)	
LNAV/VNAV DA	NA			
LNAV MDA	4440-1¼ 1723 (1800-1¼)	4440-1½ 1723 (1800-1½)	4440-3 1723 (1800-3)	
CIRCLING	4440-1¼ 1723 (1800-1¼)	4440-1½ 1723 (1800-1½)	4440-3 1723 (1800-3)	

REIL Rwy 30
MIRL Rwy 12-30

NW-1, 26 AUG 2010 to 23 SEP 2010

LAKE BILLY CHINOOK STATE (See CULVER)

LAKE CO (See LAKEVIEW)

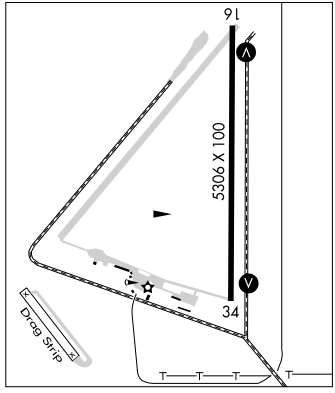
LAKER N45°32.46′ W122°27.74′. NOTAM FILE PDX. SEATTLE
NDB (MHW) 332 LBH 277° 6.4 NM to Portland Intl. L–1C

LAKESIDE STATE (9S3) 0 NW UTC−8(−7DT) N43°34.99′ W124°10.82′ KLAMATH FALLS
20 TPA—1020(1000) NOTAM FILE MMV
RWY 15–33: 2150X100 (TURF)
RWY 15: Trees **RWY 33:** Trees
AIRPORT REMARKS: Unattended. Rwy 15–33 rwy ends marked with white mats.
COMMUNICATIONS: CTAF 122.9

LAKEVIEW N42°29.57′ W120°30.43′ NOTAM FILE LKV. KLAMATH FALLS
(H) VORTACW 112.0 LKV Chan 57 147° 20.5 NM to Lake Co. 7460/19E. **HIWAS.** H–3B, L–11A
RCO 122.3 (MC MINNVILLE RADIO)

LAKEVIEW

LAKE CO (LKV) 3 SW UTC−8(−7DT) N42°09.67′ W120°23.95′ KLAMATH FALLS
4733 B **FUEL** 100LL, JET A TPA—5733(1000) NOTAM FILE LKV H–3B, L–11A
RWY 16–34: H5306X100 (ASPH) S–74, D–86, 2S–109 MIRL IAP
RWY 16: VASI(V4L)—GA 3.0° TCH 55′.
RWY 34: REIL. VASI(V4R)—GA 3.0° TCH 55′.
AIRPORT REMARKS: Attended Apr–Sep 1700–0000Z‡, Oct–Mar 1500–0100Z‡. Flocks of large waterfowl in vicinity Nov–May. Extensive airtanker ops in fire season. Possible glider ops on twy. Twy NE–SW used for strong cross wind ldg. ACTIVATE MIRL Rwy 16–34, VASI Rwy 16 and Rwy 34 and REIL Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.525 (541) 947–5069.
HIWAS 112.0 LKV.
COMMUNICATIONS: CTAF/UNICOM 122.8
LAKEVIEW RCO 122.3 (MC MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.
LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57′ W120°30.43′ 147° 20.5 NM to fld. 7460/19E.
HIWAS.



LAKE WOAHINK SPB (See FLORENCE)

LEBANON STATE (S3Ø) 1 SW UTC−8(−7DT) N44°31.79′ W122°55.77′ SEATTLE
344 B S4 **FUEL** 100LL, MOGAS TPA—1344(1000) NOTAM STATE MMV.
RWY 16–34: H2877X60 (ASPH) MIRL
RWY 16: PAPI(P2L)—GA 3.0°TCH 40′. Tree. **RWY 34:** PAPI(P2L)—GA 3.5°TCH 40′. Thld dsplcd 387′. Brush.
AIRPORT REMARKS: Attended continuously. Acft departing Rwy 34 make 10° left turn after takeoff as soon as safety permits. Rwy 16–34 twy markings NSTD, marked with reflectors.
COMMUNICATIONS: CTAF/UNICOM 122.8

LENHARDT AIRPARK (See HUBBARD)

LEWISBURG N44°36.82′ W123°16.24′. NOTAM FILE CVO. KLAMATH FALLS
NDB (MHW) 225 LWG 169° 7.0 NM to Corvallis Muni. L–1B

APP CRS	Rwy Idg	5306
343°	TDZE	4725
	Apt Elev	4729

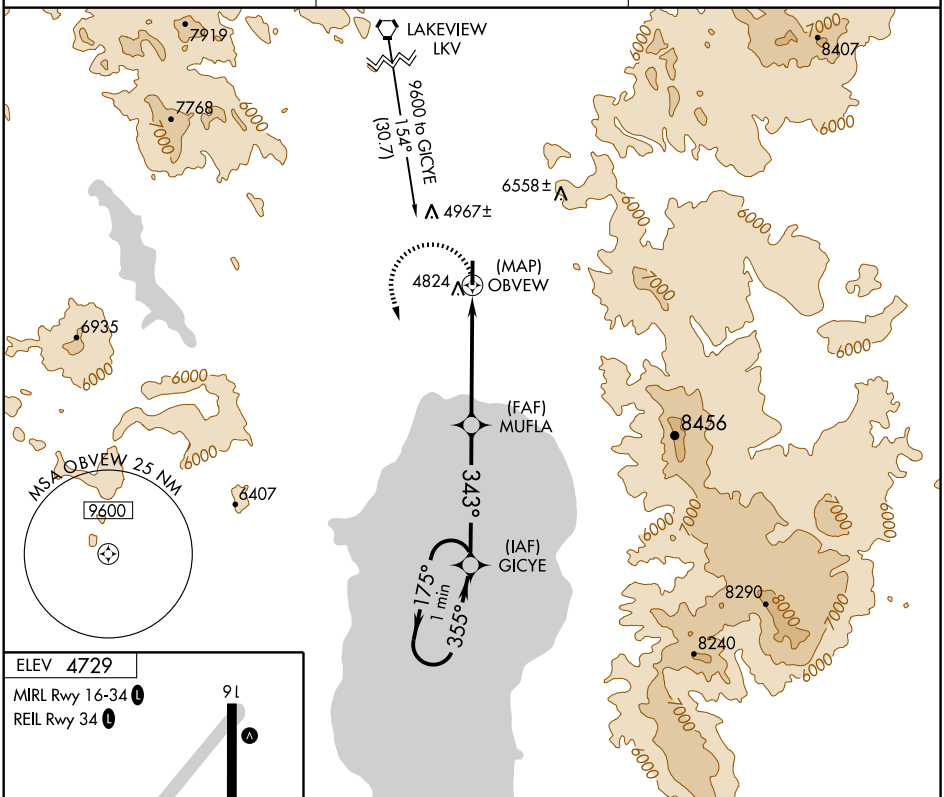
GPS RWY 34

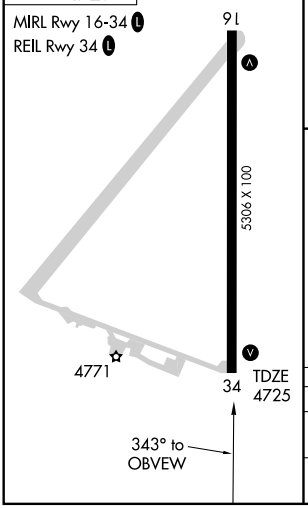
LAKEVIEW/ LAKE COUNTY (LKV)

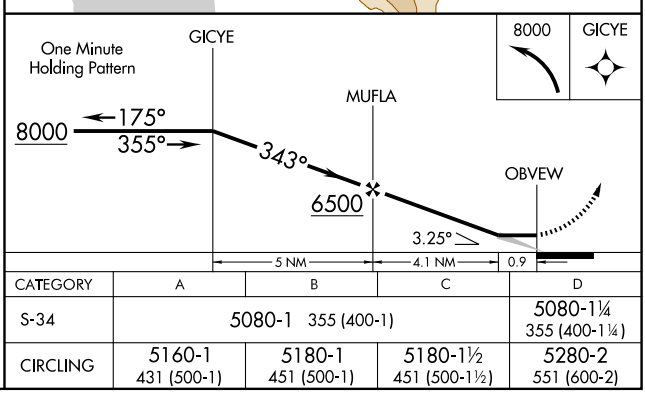
T
A NA

MISSED APPROACH: Climbing left turn to 8000, direct GICYE WP and hold.

AWOS-3	SEATTLE CENTER	UNICOM
135.525	127.6 346.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	5080-1 355 (400-1)			5080-1¼ 355 (400-1¼)
CIRCLING	5160-1 431 (500-1)	5180-1 451 (500-1)	5180-1½ 451 (500-1½)	5280-2 551 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

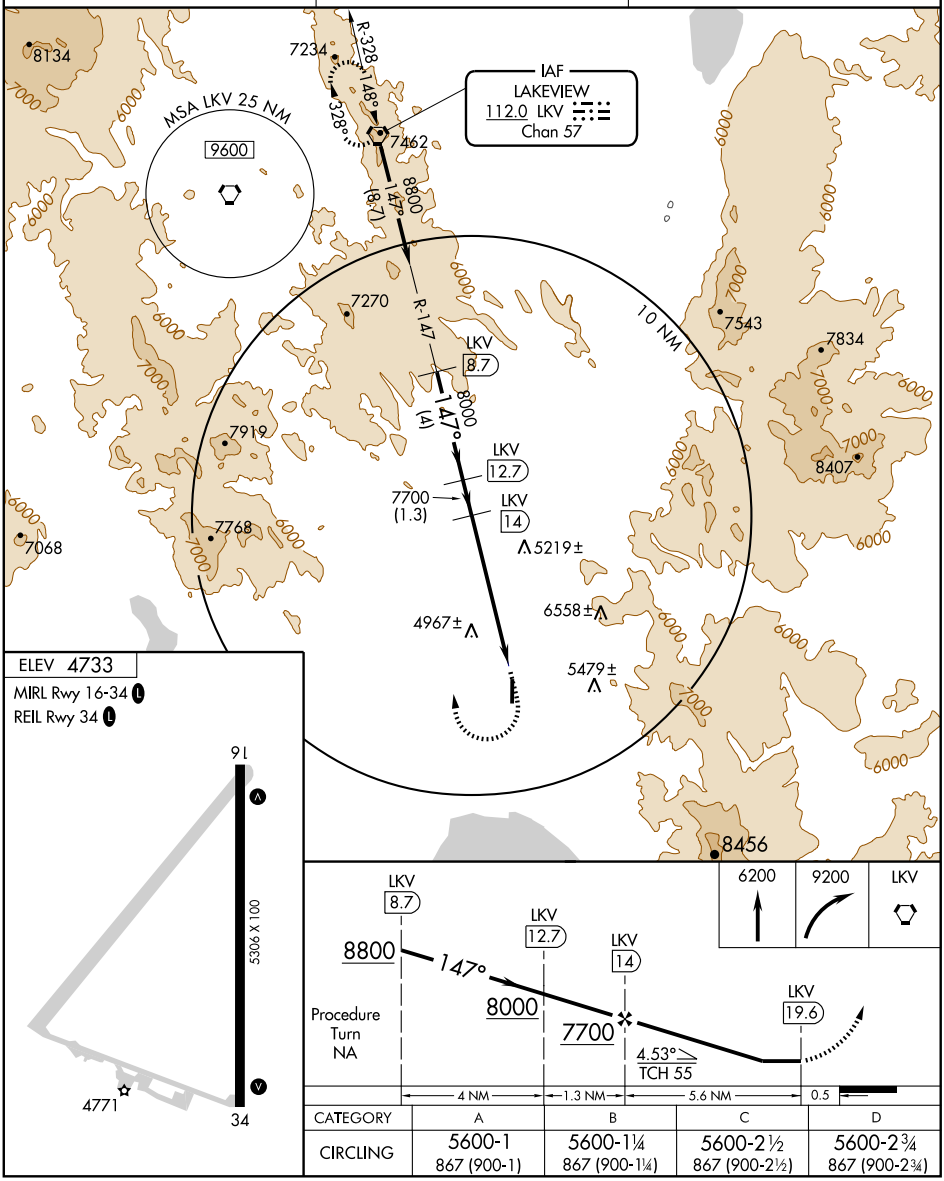
VORTAC LKV	APP CRS	Rwy Idg	N/A
112.0	147°	TDZE	N/A
Chan 57		Apt Elev	4733

VOR/DME-A

LAKEVIEW/ LAKE COUNTY (LKV)

MISSED APPROACH: Climb to 6200 then climbing right turn to 9200 direct LKV VORTAC and hold.

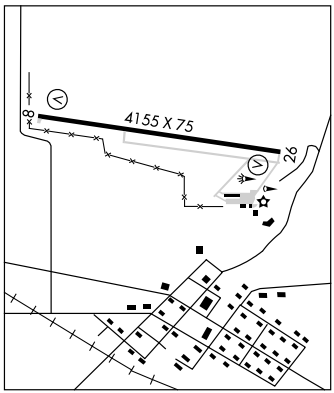
AWOS-3	SEATTLE CENTER	UNICOM
135.525	127.6 346.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5600-1 867 (900-1)	5600-1¼ 867 (900-1¼)	5600-2½ 867 (900-2½)	5600-2¾ 867 (900-2¾)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LEXINGTON (9S9) 1 N UTC−8(−7DT) N45°27.25′ W119°41.42′ **SEATTLE**
1634 B **FUEL** 100LL TPA—2634(1000) NOTAM FILE MMV **L–13A**
RWY 08–26: H4155X75 (ASPH) S–12.5 MIRL 1.3% up E **IAP**
RWY 08: VASI(V2L)—GA 3.0° TCH 44′. Fence.
RWY 26: VASI(V2L)—GA 3.5° TCH 59′.
AIRPORT REMARKS: Unattended. Fuel 24 hours credit card svc avbl. Rwy 08–26 200′ gravel E end. ACTIVATE MIRL Rwy 08–26—CTAF.
WEATHER DATA SOURCES: AWOS–3 134.475 (541) 989–8557.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SEATTLE CENTER APP/DEP CON** 132.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.
PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 225° 34.9 NM to fld. 1559/20E. **HIWAS.**



MADRAS MUNI (S33) 3 NW UTC−8(−7DT) N44°40.21′ W121°09.31′ **SEATTLE**
2437 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE MMV **H–1B, L–13A**
RWY 16–34: H5089X75 (ASPH) S–75, D–120, 2D–180 MIRL **IAP**
RWY 34: VASI(V4L)—GA 3.0°.
RWY 04–22: H2701X50 (ASPH) S–16 0.3% up NE
RWY 04: P–line. **RWY 22:** Road.
AIRPORT REMARKS: Attended Nov–Apr 1600–0100Z‡, May–Oct 1600–0200Z‡. Rwy 04–22 marked with white reflectors. Rwy 16–34 blue reflectors on twys. ACTIVATE MIRL Rwy 16–34 and VASI Rwy 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 356° 25.8 NM to fld. 4101/18E. **HIWAS.**

MAHLON SWEET FLD (See EUGENE)

MALIN (4S7) 1 SE UTC−8(−7DT) N42°00.06′ W121°23.78′ **KLAMATH FALLS**
4052 NOTAM FILE MMV
RWY 14–32: 2800X30 (ASPH–GRVL)
RWY 14: P–line. **RWY 32:** Road.
AIRPORT REMARKS: Unattended. Rwy 14–32 has weed growth along rwy edges and around NW end. Rwy 14–32 weeds growing on rwy; asph portion cracked with weeds growing through. Rwy 14 NW 305′ ASPH.
COMMUNICATIONS: CTAF 122.9

MANZANITA

NEHALEM BAY STATE (3S7) 2 S UTC−8(−7DT) N45°41.89′ W123°55.79′ **SEATTLE**
22 TPA—1022(1000) NOTAM FILE MMV
RWY 15–33: H2350X50 (ASPH)
RWY 15: Trees **RWY 33:** Deer and water fowl invof arpt. Unpaved twy and ramp.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	N/A
210°	TDZE	N/A
	Apt Elev	1634

RNAV (GPS)-A
LEXINGTON (9S9)

T
NA

If local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 220 feet.
Procedure NA at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4400 direct DILAC WP and via 271° track to CELIB WP and hold.

AWOS-3	SEATTLE CENTER	CTAF
134.475	132.6 269.35	122.9 L

NW-1, 26 AUG 2010 to 23 SEP 2010

Procedure NA for arrivals at ECHOD via V112 northeast bound.

(IAF) ECHOD
4000
237°
(12.4)

(IF) HUBAT
3300
210°
(6.3)

(FAF) JOLEX

(MAP) FOGAL

082°
262°
4 NM
CELIB

2210

271°
(10.2)

2019±

2619

DILAC

3390

MSA FOGAL 25 NM
7200

ELEV 1634

210° to FOGAL

8
1.3% UP
4155 X 75
26

4400
DILAC
271° tr
CELIB

HUBAT
JOLEX
4000
210°
3300
FOGAL
Procedure Turn NA

5 NM
6.3 NM

CATEGORY	A	B	C	D
CIRCLING	2380-1 746 (800-1)	2460-1¼ 826 (900-1¼)	2480-2½ 846 (900-2½)	2520-3 886 (900-3)

MIRL Rwy 8-26 L

APP CRS	Rwy Idg	4155
082°	TDZE	1613
	Apt Elev	1634

RNAV (GPS) RWY 8

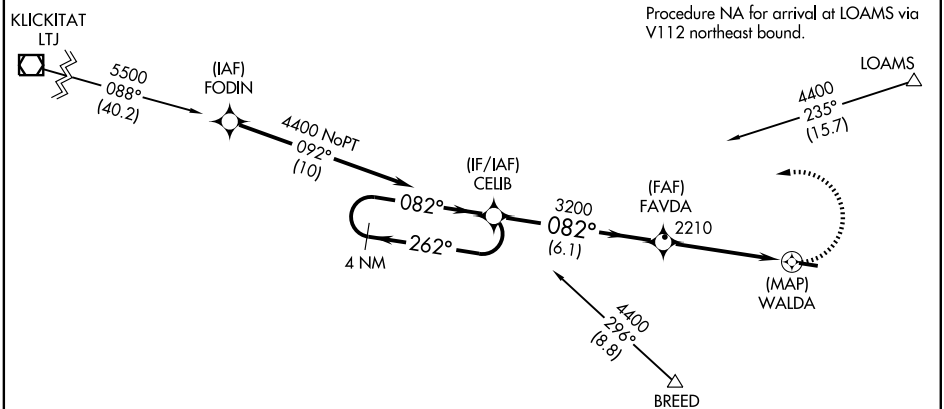
LEXINGTON (9S9)

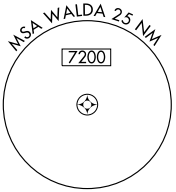
If local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 220 feet. Procedure NA at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 4400 direct CELIB WP and hold.

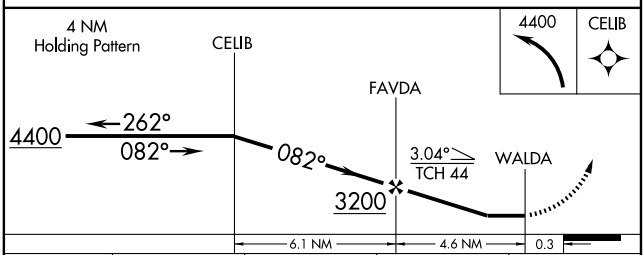
AWOS-3	SEATTLE CENTER	CTAF
134.475	132.6 269.35	122.9 L

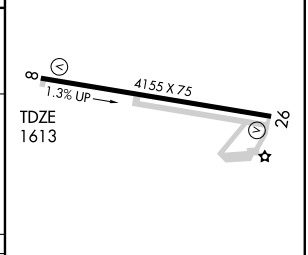
Procedure NA for arrival on LTJ VOR/DME airway radials 032 CW 116.





3558
3558±



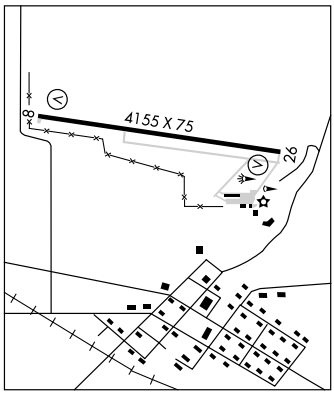


CATEGORY	A	B	C	D
LNAV MDA	2120-1 507 (500-1)		2120-1½ 507 (500-1½)	
CIRCLING	2380-1 746 (800-1)	2460-1¼ 826 (900-1¼)	2480-2½ 846 (900-2½)	2520-3 886 (900-3)

MIRL Rwy 8-26 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LEXINGTON (9S9) 1 N UTC−8(−7DT) N45°27.25′ W119°41.42′ **SEATTLE**
1634 B **FUEL** 100LL TPA—2634(1000) NOTAM FILE MMV **L–13A**
RWY 08–26: H4155X75 (ASPH) S–12.5 MIRL 1.3% up E **IAP**
RWY 08: VASI(V2L)—GA 3.0° TCH 44′. Fence.
RWY 26: VASI(V2L)—GA 3.5° TCH 59′.
AIRPORT REMARKS: Unattended. Fuel 24 hours credit card svc avbl. Rwy 08–26 200′ gravel E end. ACTIVATE MIRL Rwy 08–26—CTAF.
WEATHER DATA SOURCES: AWOS–3 134.475 (541) 989–8557.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SEATTLE CENTER APP/DEP CON** 132.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.
PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 225° 34.9 NM to fld. 1559/20E. **HIWAS.**



MADRAS MUNI (S33) 3 NW UTC−8(−7DT) N44°40.21′ W121°09.31′ **SEATTLE**
2437 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE MMV **H–1B, L–13A**
RWY 16–34: H5089X75 (ASPH) S–75, D–120, 2D–180 MIRL **IAP**
RWY 34: VASI(V4L)—GA 3.0°.
RWY 04–22: H2701X50 (ASPH) S–16 0.3% up NE
RWY 04: P–line. **RWY 22:** Road.
AIRPORT REMARKS: Attended Nov–Apr 1600–0100Z‡, May–Oct 1600–0200Z‡. Rwy 04–22 marked with white reflectors. Rwy 16–34 blue reflectors on twys. ACTIVATE MIRL Rwy 16–34 and VASI Rwy 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 356° 25.8 NM to fld. 4101/18E. **HIWAS.**

MAHLON SWEET FLD (See EUGENE)

MALIN (4S7) 1 SE UTC−8(−7DT) N42°00.06′ W121°23.78′ **KLAMATH FALLS**
4052 NOTAM FILE MMV
RWY 14–32: 2800X30 (ASPH–GRVL)
RWY 14: P–line. **RWY 32:** Road.
AIRPORT REMARKS: Unattended. Rwy 14–32 has weed growth along rwy edges and around NW end. Rwy 14–32 weeds growing on rwy; asph portion cracked with weeds growing through. Rwy 14 NW 305′ ASPH.
COMMUNICATIONS: CTAF 122.9

MANZANITA

NEHALEM BAY STATE (3S7) 2 S UTC−8(−7DT) N45°41.89′ W123°55.79′ **SEATTLE**
22 TPA—1022(1000) NOTAM FILE MMV
RWY 15–33: H2350X50 (ASPH)
RWY 15: Trees **RWY 33:** Deer and water fowl invof arpt. Unpaved twy and ramp.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

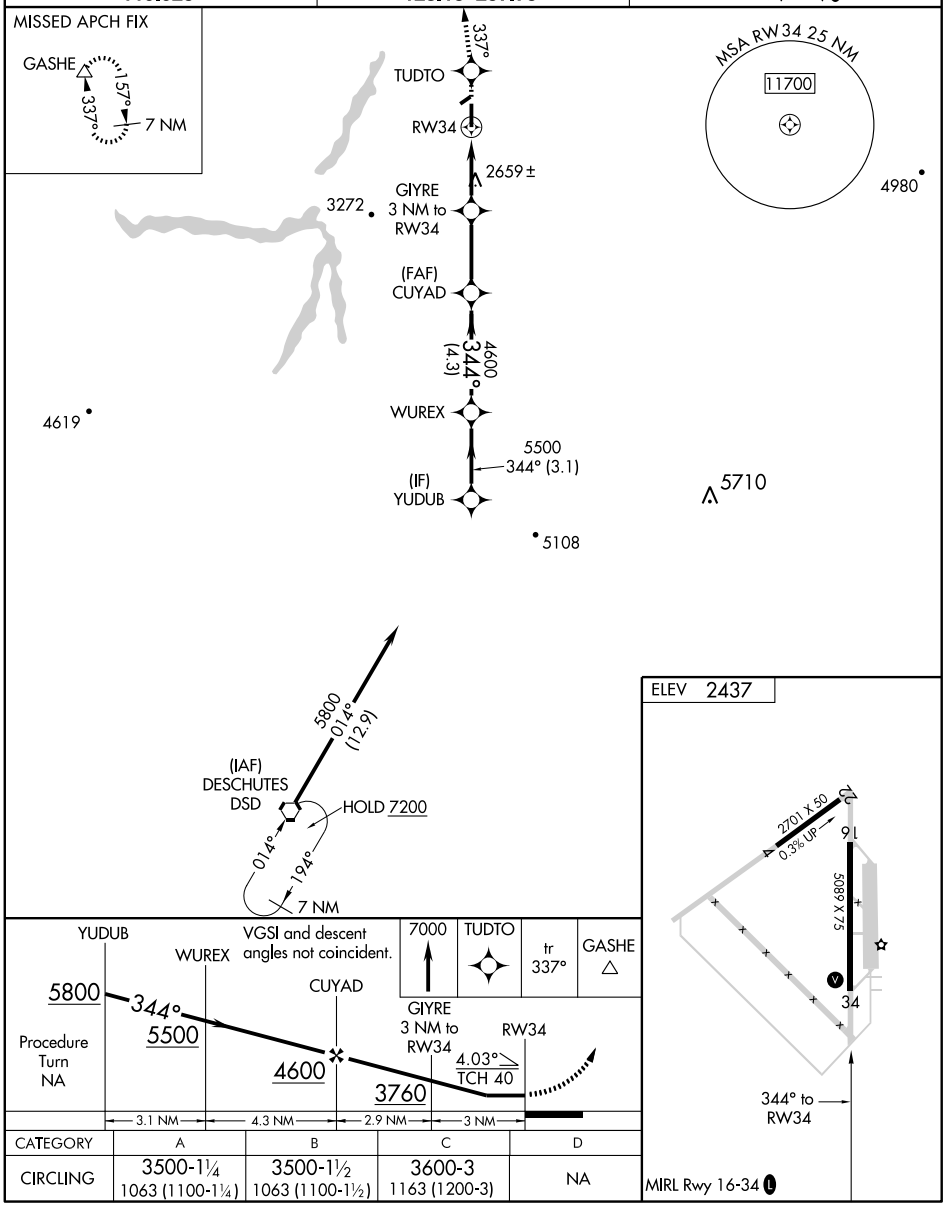
APP CRS	Rwy Idg	N/A
344°	TDZE	N/A
	Apt Elev	2437

RNAV (GPS)-A
MADRAS MUNI (S33)

T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Redmond altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct TUDTO and on track 337° to GASHE and hold, continue climb-in-hold to 7000.

REDMOND ASOS	SEATTLE CENTER	UNICOM
119.025	128.15 257.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3500-1¼ 1063 (1100-1¼)	3500-1½ 1063 (1100-1½)	3600-3 1163 (1200-3)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5089
CH 93518	164°	TDZE	2433
W16A		Apt Elev	2437

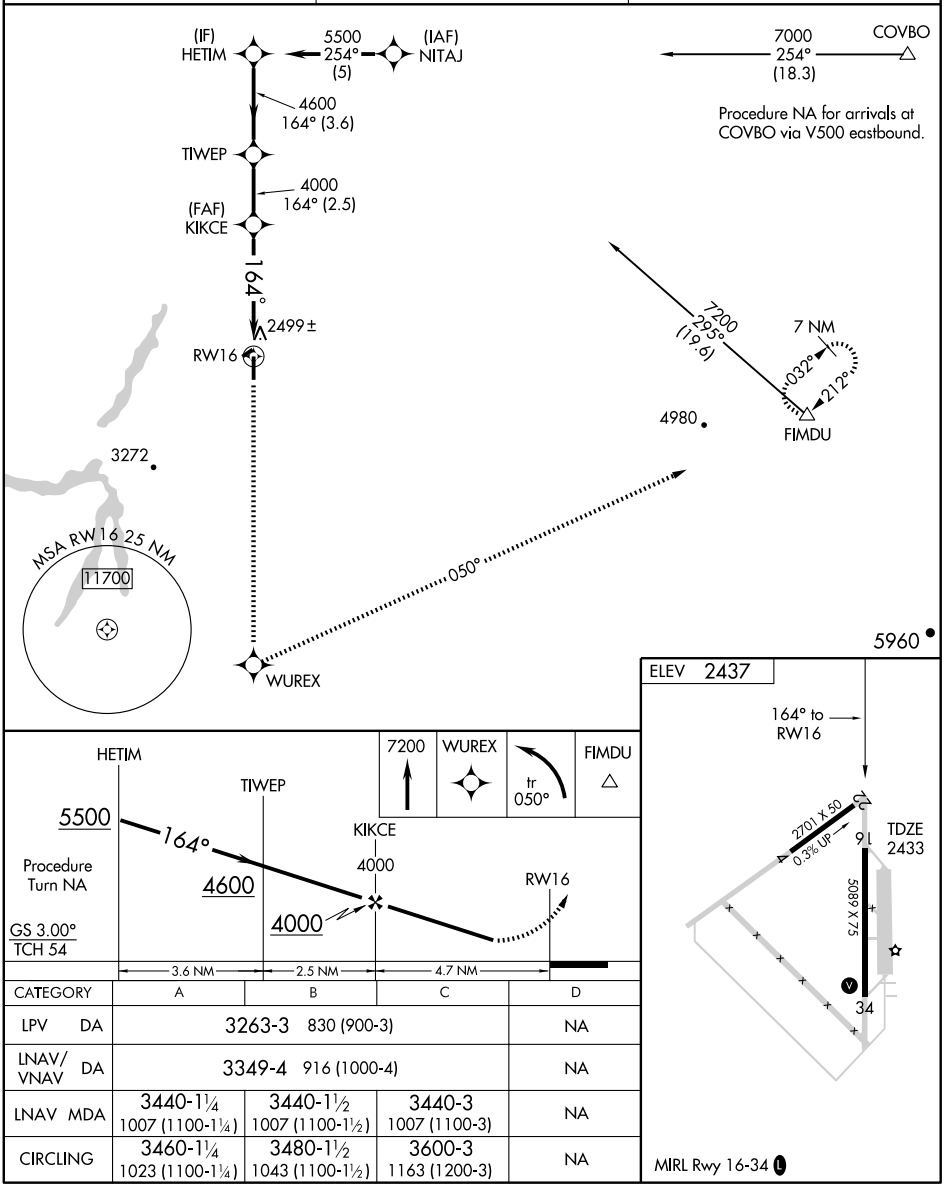
RNAV (GPS) RWY 16

MADRAS MUNI (S33)

T NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Redmond altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 7200 direct WUREX and left turn on track 050° to FIMDU and hold.

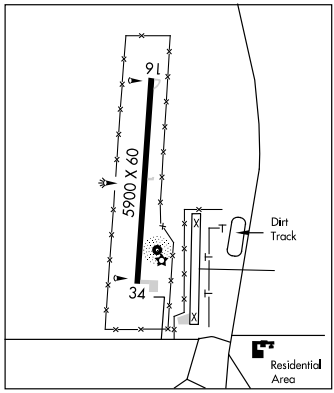
REDMOND ASOS	SEATTLE CENTER	UNICOM
119.025	128.15 257.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3263-3 830 (900-3)			NA
LNAV/VNAV DA	3349-4 916 (1000-4)			NA
LNAV MDA	3440-1¼ 1007 (1100-1¼)	3440-1½ 1007 (1100-1½)	3440-3 1007 (1100-3)	NA
CIRCLING	3460-1¼ 1023 (1100-1¼)	3480-1½ 1043 (1100-1½)	3600-3 1163 (1200-3)	NA

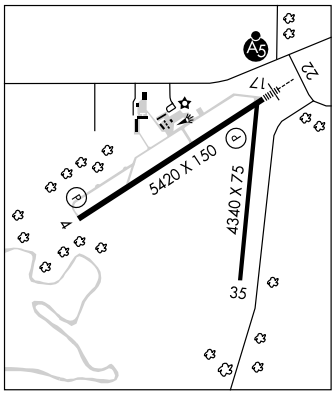
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MC DERMITT STATE (26U) 0 W UTC−8(−7DT) N42°00.13′ W117°43.39′ KLAMATH FALLS
4478 B TPA—5478(1000) NOTAM FILE MMV H–3C, L–11B
RWY 16–34: H5900X60 (ASPH) S–12.5 LIRL
AIRPORT REMARKS: Unattended. P–lines South and East. Vegetation growing in primary sfc.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE REO.
ROME (H) VORTACW 112.5 REO Chan 72 N42°35.43′ W117°52.09′ 151° 35.9 NM to fld. 4050/19E.
NDB (MHW) 204 RMD N42°00.69′ W117°43.26′ at fld. NOTAM FILE MMV. VFR only.



MC KENZIE BRIDGE STATE (ØØS) 3 E UTC−8(−7DT) N44°10.89′ W122°05.13′ KLAMATH FALLS
1620 TPA—2620(1000) NOTAM FILE MMV
RWY 06–24: 2600X90 (TURF)
RWY 06: Trees. **RWY 24:** Trees.
AIRPORT REMARKS: Unattended. Wildlife on and around arpt year round. Owner advises ctc with Oregon Dept of Aviation 503–378–4880 prior to use. Irregular winter maintenance, arpt may be clsd due to snow. Rwy 6–24 slopes up to the east. Rwy 06–24 rough with numerous dips and ruts particularly on the east half. Land east–tkf west. Rwy 06 thld marked with white mats. Rwy edges marked with white panel markers.
COMMUNICATIONS: CTAF 122.9

MC MINNVILLE MUNI (MMV) 3 SE UTC−8(−7DT) N45°11.67′ W123°08.16′ SEATTLE
163 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE MMV H–1A, L–1B
RWY 04–22: H5420X150 (ASPH) S–40, D–50, 2D–80 HIRL IAP
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 22: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Trees.
RWY 17–35: H4340X75 (ASPH) S–40, D–50, 2D–80
RWY 17: Tree.
AIRPORT REMARKS: Attended 1600Z‡–dusk. Fuel 24 hour credit card svc avbl. For fuel dusk–dawn contact fixed–base operator 503–472–0558. Military helicopter and parachute ops in area. Scheduled by notam. High pressure bulk oxygen avbl Mon–Sat. Glider ops Rwy 17–35 and within 8 NM blo 8000′ during dalgt hours Feb–Nov. Evergreen Intl Aviation may be contacted on frequency 122.75. ACTIVATE MALSR Rwy 22, REIL Rwy 04, and HIRL Rwy 04–22—CTAF.
WEATHER DATA SOURCES: ASOS 135.675 (503) 434–9153.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.45 (MC MINNVILLE RADIO)
Ⓡ **PORTLAND APP/DEP CON** 126.0 (North)
SEATTLE CENTER APP/DEP CON 125.8 (South)
CLNC DEL 118.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 194° 11.6 NM to fld. 1440/21E. **HIWAS.**
ILS 110.9 I–MMV Rwy 22. Class 1A.



MCNARY FLD (See SALEM)

MEDFORD N42°23.50′ W122°52.73′ NOTAM FILE MFR. KLAMATH FALLS
NDB (MHW) 356 MEF 148° 1.1 NM to fld. LOM unusable 220°–240° beyond 15 NM. L–2I
RCO 122.65 (MC MINNVILLE RADIO)

LOC I-MMV	APP CRS	Rwy Idg	5420
110.9	218°	TDZE	161
		Apt Elev	163

ILS or LOC RWY 22

MC MINNVILLE MUNI (MMV)

DME Required.
When local altimeter setting not received, use Aurora State altimeter setting and increase all DA and MDA 60 feet. Increase all visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 via heading 069° and UBG VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME and hold, continue climb-in-hold to 3000. When authorized by ATC, climb-in-hold to 6000.

ASOS	PORTLAND APP CON	SEATTLE CENTER	McMINNVILLE RADIO	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	122.45	118.35	123.0 (CTAF) L

Procedure NA for arrivals on BTG VORTAC airway radials 160 CW 175.

IAF BATTLEGROUND 116.6 BTG Chan 113

3100 NoPT 185° (24.8)

TOCBU INT BTG 24.8

R-185

R-054

2900 185° (4.9)

1726

NEWBERG 117.4 UBG Chan 121

3800 111° (4.4)

038°

1 min

218°

(IF/IAF) OZIER INT UBG 4.4

BTG R-196

R-177

R-144

1398

R-111

2500 218° (2.5)

BTG 29.7

LUSEY UBG 6

1100

1900

022°

204°

539±

218°

(3.8)

364±

R-204

UNECE INT

LIYEV INT

2900 NoPT 291° (6.1)

(IAF) RAWER

LOCALIZER 110.9 I-MMV

886

10 NM

MSA UBG 25 NM

170° 3100 260° 3600 350° 4800

ELEV 163

218° 5.2 NM from FAF

TDZE 161

5420 X 150

4340 X 75

228

35

231

REIL Rwy 4 L

HIRL Rwy 4-22 L

900	3000 hdg 069°	UBG R-204	LUSEY

OZIER INT UBG 4.4

One Minute Holding Pattern

UNECE INT

LIYEV INT

1900

218° 2500

038° 218° 2900

1900

GS 3.00° TCH 57

5.2 NM 3.8 NM 2.5 NM

CATEGORY	A	B	C	D
S-ILS 22	361-½ 200 (200-½)			
S-LOC 22	600-½ 439 (500-½)		600-¾ 439 (500-¾)	600-1 439 (500-1)
CIRCLING	640-1 477 (500-1)		760-1½ 597 (600-1½)	880-2¼ 717 (800-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 4

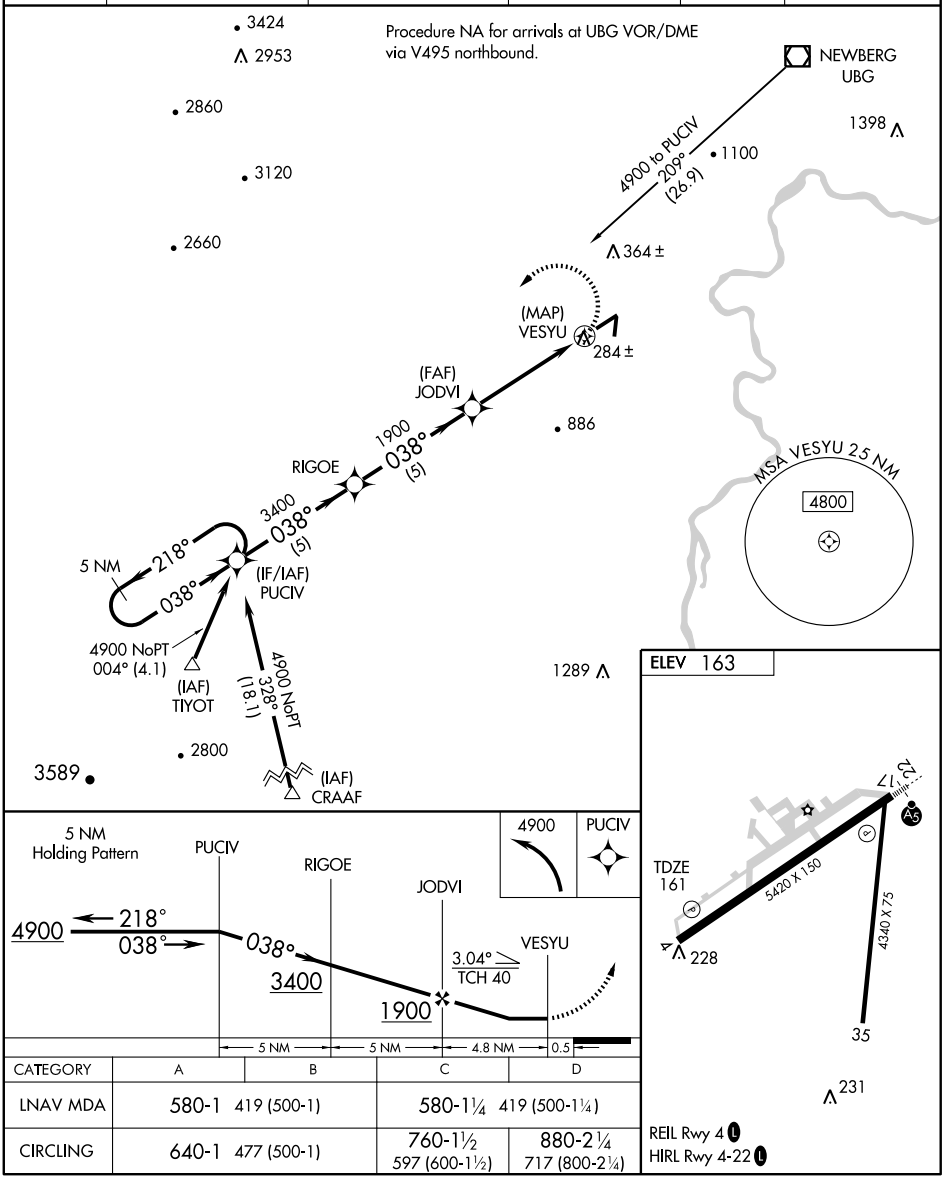
MC MINNVILLE MUNI (MMV)

APP CRS	Rwy Idg	5420
038°	TDZE	161
	Apt Elev	163

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Aurora State altimeter setting and increase all MDA 60 feet and all visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4900 direct PUCIV and hold, continue climb-in-hold to 4900.

ASOS	PORTLAND APP CON	SEATTLE CENTER	McMINNVILLE RADIO	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	122.45	118.35	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 419 (500-1)		580-1¼ 419 (500-1¼)	
CIRCLING	640-1 477 (500-1)		760-1½ 597 (600-1½)	880-2¼ 717 (800-2¼)

REIL Rwy 4 L
HIRL Rwy 4-22 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5420
CH 50309	218°	TDZE	161
W22A		Apt Elev	163

RNAV (GPS) RWY 22

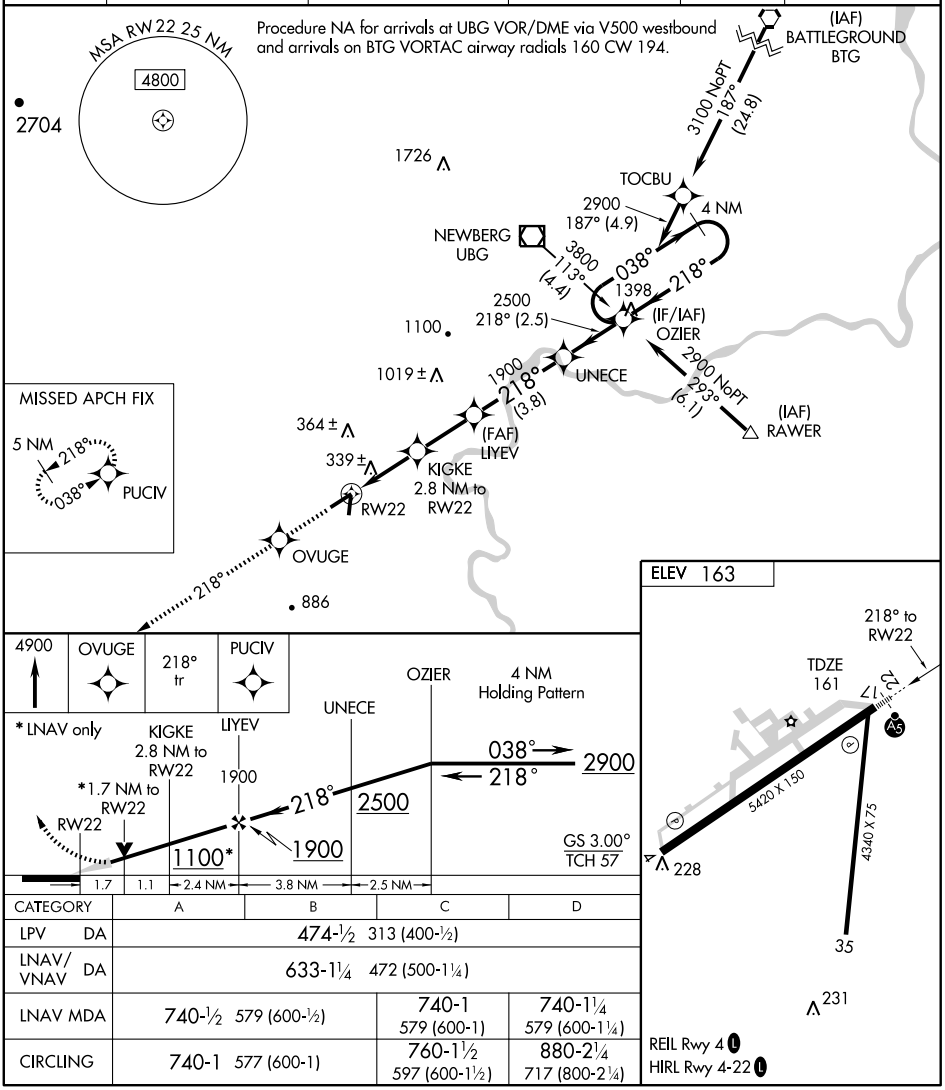
MC MINNVILLE MUNI (MMV)

T For inoperative MALSR, increase LPV all Cats. visibility to 1.
A Baro-VNAV NA when using Aurora State altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
For inoperative MALSR when using Aurora State altimeter setting increase LPV visibility all Cats. to 1¼. VDP NA when using Aurora State altimeter setting.
When local altimeter setting not received, use Aurora State altimeter setting and increase all DA and MDA 60 feet, increase all visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 4900 direct OVUGE then via 218° track to PUCIV and hold, continue climb-in-hold to 4900.

ASOS	PORTLAND APP CON	SEATTLE CENTER	McMINNVILLE RADIO	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	122.45	118.35	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	474-½ 313 (400-½)			
LNAV/VNAV DA	633-1¼ 472 (500-1¼)			
LNAV MDA	740-½ 579 (600-½)		740-1 579 (600-1)	740-1¼ 579 (600-1¼)
CIRCLING	740-1 577 (600-1)		760-1½ 597 (600-1½)	880-2¼ 717 (800-2¼)

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME UBG	APP CRS	Rwy Idg	N/A
117.4	014°	TDZE	N/A
Chan 121		Apt Elev	163

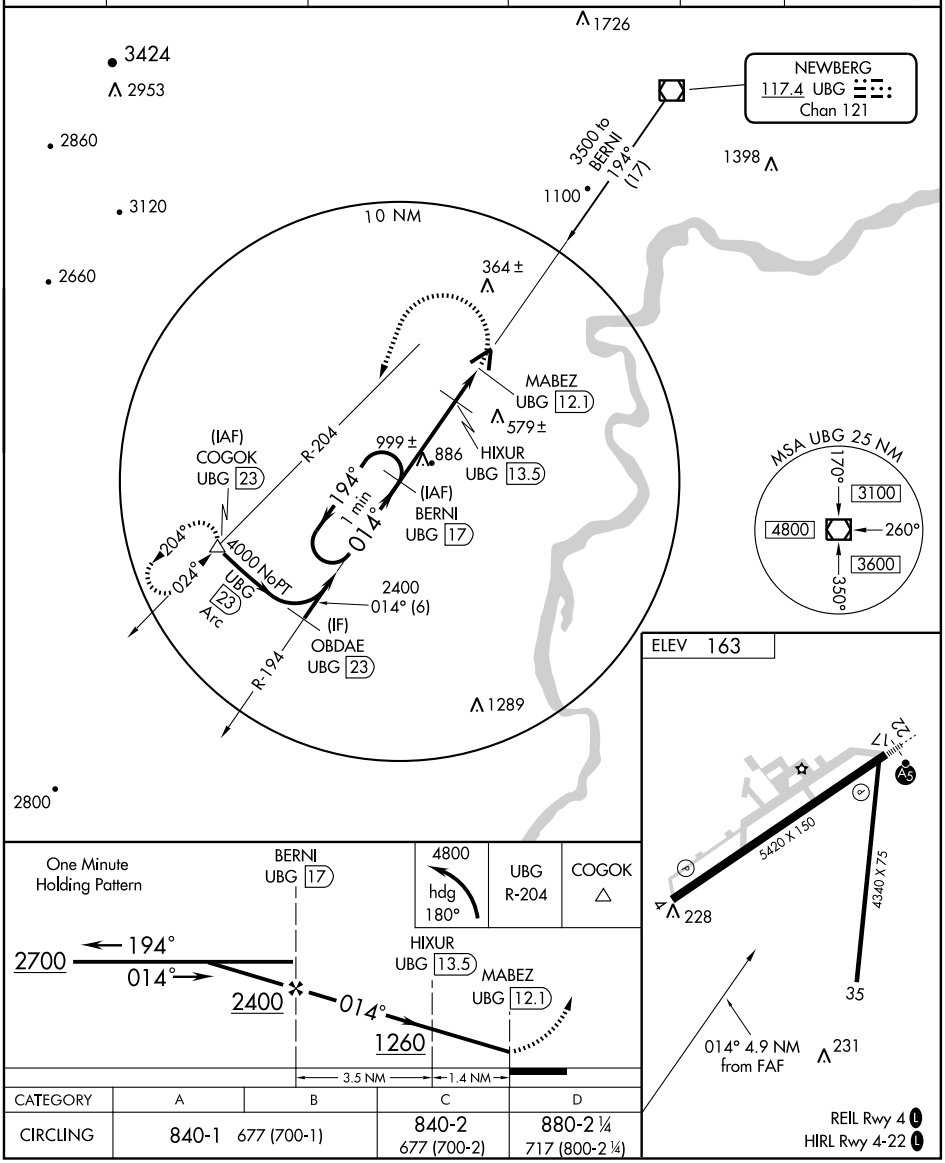
VOR/DME-B

MC MINNVILLE MUNI (MMV)

When local altimeter setting not received use Aurora State altimeter setting and increase all MDA 60 feet and all visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4800 via heading 180° and UBG VOR/DME R-204 to COGOK/UBG 23 DME and hold, continue climb-in-hold to 4800. When authorized by ATC, climb-in-hold to 6000.

ASOS	PORTLAND APP CON	SEATTLE CENTER	McMINNVILLE RADIO	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	122.45	118.35	123.0 (CTAF)

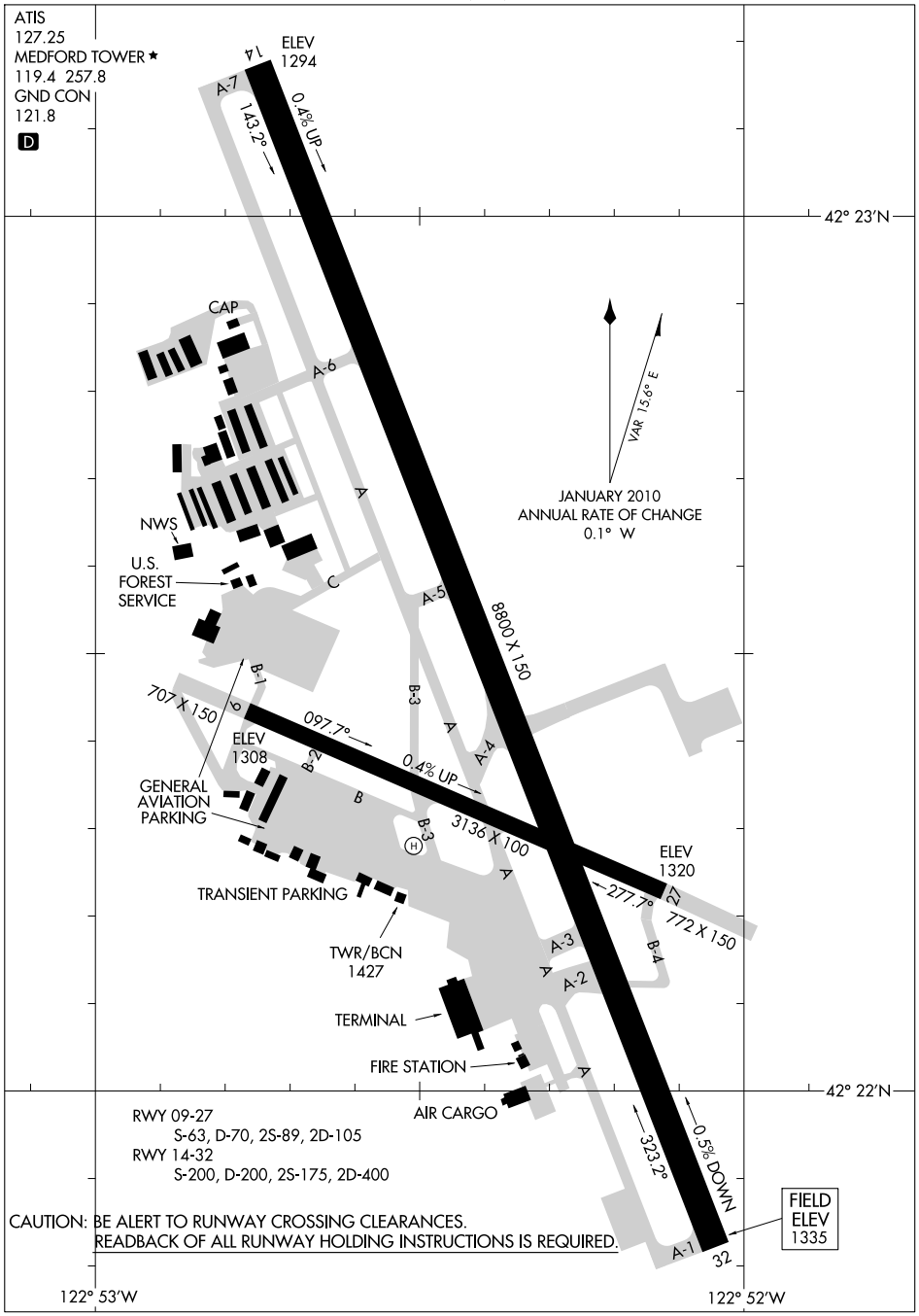


CATEGORY	A	B	C	D
CIRCLING	840-1 677 (700-1)		840-2 677 (700-2)	880-2 ¼ 717 (800-2 ¼)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)
MEDFORD, OREGON
AL-251 (FAA)



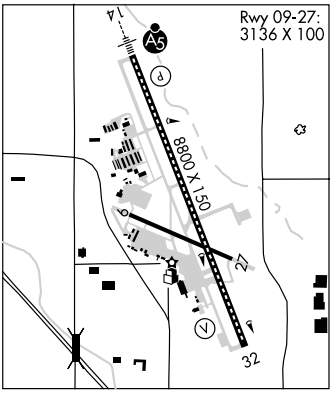
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
MEDFORD, OREGON
MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)
10210

MEDFORD

ROGUE VALLEY INTL–MEDFORD (MFR) 3 N UTC–8(–7DT) N42°22.45′ W122°52.41′ **KLAMATH FALLS**
1335 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—See Remarks **H–3A, L–2I**
Class I, ARFF Index B NOTAM FILE MFR **IAP, AD**

RWY 14–32: H8800X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400 HIRL CL
RWY 14: MALSR. TDZL. PAPI(P4L)—GA 3.0 TCH 73′ 0.4% up.
RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 49′ 0.5% down.
RWY 09–27: H3136X100 (ASPH) S–63, D–70, 2S–89, 2D–105 MIRL(NSTD) 0.4% up E



RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–3136 TODA–3136 ASDA–3136 LDA–3136
RWY 14: TORA–8800 TODA–8800 ASDA–8800 LDA–8800
RWY 27: TORA–3136 TODA–3136 ASDA–3136 LDA–3136
RWY 32: TORA–8800 TODA–8800 ASDA–8800 LDA–8800

AIRPORT REMARKS: Attended 1300–0800Z‡. For fuel after hrs call 541–779–5451, or 541–842–2254. Bird hazard large flocks of migratory waterfowl in vicinity Nov–May. Rwy 09–27 CLOSED to acft over 12,500 lbs GWT. PPR for unscheduled ops with more than 30 passenger seats, call arpt operations 541–776–7228. Rwy 32 preferred for tkfs and landings when twr clsd. Twy B/B–1 not visible from twr between twy B–2 and AER 9. TPA—2304(969) for propeller acft; 2804(1469) for turbo acft. Rwy 09–27 NSTD MIRL first 10′ of Rwy 09 unlgt and first 9′ of Rwy 27 unlgt, 3136 lgtd. ACTIVATE HIRL Rwy 14–32, MALSR Rwy 14, REIL Rwy 32, TDZL Rwy 14, centerline lgts Rwy 14 and Rwy 32, and twy lgts—CTAF. PAPI Rwy 14 and VASI Rwy 32 on continuously. U.S. Customs user fee arpt. Ldg fee applies to all corporate acft and all other acft with weight exceeding 12,500 lbs.

WEATHER DATA SOURCES: ASOS (541) 776–1238. **HIWAS** 113.6 OED.
COMMUNICATIONS: CTAF 119.4 **ATIS** 127.25 **UNICOM** 122.95
MEDFORD RCO 122.65 (MC MINNVILLE RADIO)
Ⓡ **CASCADE APP/DEP CON** 124.3 (1400–0700Z‡)
SEATTLE CENTER APP/DEP CON 124.85 (0700–1400Z‡)
MEDFORD TOWER 119.4 (1400–0500Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1400–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.
(H) VORTACW 113.6 OED Chan 83 N42°28.78′ W122°54.77′ 145° 6.6 NM to fld. 2083/19E. **HIWAS.**
MEDFORD NDB (MHW) 356 MEF N42°23.50′ W122°52.73′ 148° 1.1 NM to fld.
PUMIE NDB (LOM) 373 MF N42°27.06′ W122°54.80′ 140° 4.9 NM to fld. LOM unusable 260°–270° beyond 10 NM
ILS/DME 110.3 I–MFR Chan 40 Rwy 14. Class IA. LOM PUMIE NDB. ILS unmonitored when tower closed. LOC Back Course unusable byd 11 NM blo 7000′, byd 13 NM blo 8300′, byd 17 NM blo 8700′. LOC Back Course unusable byd 20° left of course.

MEMALOOSE (See IMNAHA)

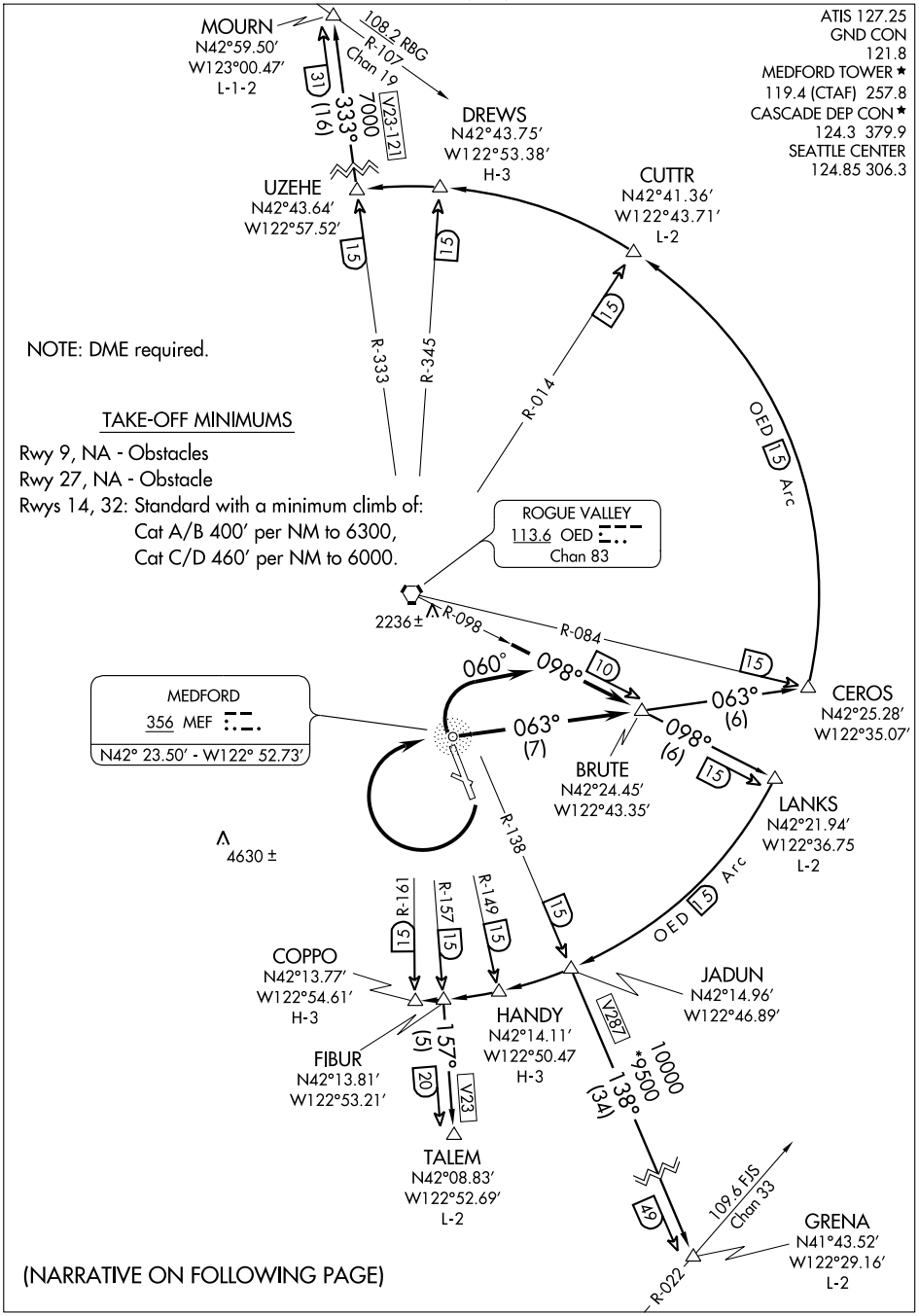
MILLER MEMORIAL AIRPARK (See VALE)

MONUMENT MUNI (12S) 1 NW UTC–8(–7DT) N44°49.91′ W119°25.82′ **SEATTLE**
2323 TPA—3323(1000) NOTAM FILE MMV
RWY 14–32: 2104X29 (ASPH)
RWY 14: Hill.
AIRPORT REMARKS: Unattended. Intermittently CLOSED winters due to snow. Rwy 14 rwy ends marked at each corner by a single white tire.
COMMUNICATIONS: CTAF 122.9

MULINO STATE (See PORTLAND-MURINO)

MYRTLE CREEK MUNI (16S) 2 SW UTC–8(–7DT) N42°59.84′ W123°18.92′ **KLAMATH FALLS**
619 B TPA—1600(981) NOTAM FILE MMV
RWY 03–21: H2600X60 (ASPH) S–12 MIRL
RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 41′. Tree. Rgt tfc. **RWY 21:** Tree.
AIRPORT REMARKS: Unattended. Terrain rises to 2200′ MSL within 2 miles on each side of rwy. ACTIVATE MIRL Rwys 03–21, REIL Rwy 03 and PAPI Rwy 03—CTAF. UNICOM unmonitored indef.
COMMUNICATIONS: CTAF/UNICOM 122.7

NEHALEM BAY STATE (See MANZANITA)



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climbing right turn direct to MEF NDB, depart MEF NDB 063° bearing outbound to BRUTE INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climbing right turn via 060° heading and OED R-098 to BRUTE INT. Thence. . . .

. . . . via (transition) or (assigned route). Maintain 11000 or assigned altitude.

COPPO TRANSITION (BRUTE5.COPPO) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to COPPO DME.

CUTTR TRANSITION (BRUTE5.CUTTR) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to CUTTR DME.

DREWS TRANSITION (BRUTE5.DREWS) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to DREWS DME.

GRENA TRANSITION (BRUTE5.GRENA) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to JADUN DME. Then via OED R-138 to GRENA INT.

HANDY TRANSITION (BRUTE5.HANDY) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to HANDY DME.

LANKS TRANSITION (BRUTE5.LANKS) : From over BRUTE INT via OED R-098 to LANKS INT.

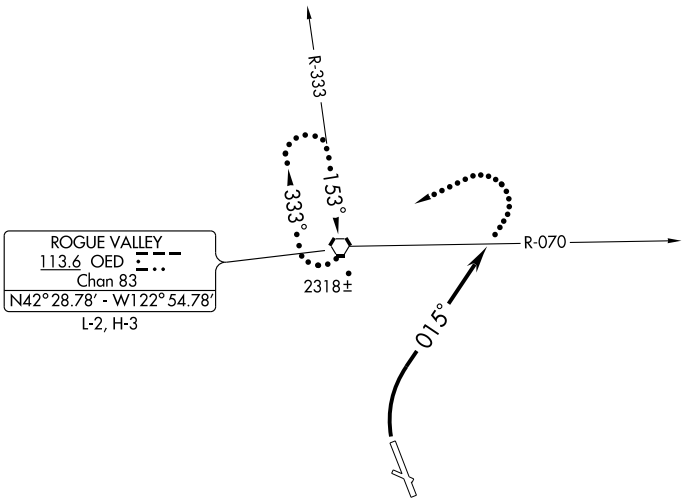
MOURN TRANSITION (BRUTE5.MOURN) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME. Then via OED R-333 to MOURN INT.

TALEM TRANSITION (BRUTE5.TALEM) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to FIBUR DME. Then via OED R-157 to TALEM DME.

UZEHE TRANSITION (BRUTE5.UZEHE) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME.

NW-1, 26 AUG 2010 to 23 SEP 2010

ATIS 127.25
GND CON
121.8
MEDFORD TOWER★
119.4 257.8
CASCADE DEP CON★
124.3 379.9
SEATTLE CENTER
124.85 306.3



TAKE-OFF MINIMUMS

RWY 32: 1700-3 or standard with minimum climb of 300' per NM to 3000'.

RWYS 9, 14, and 27: Not authorized for this departure procedure.

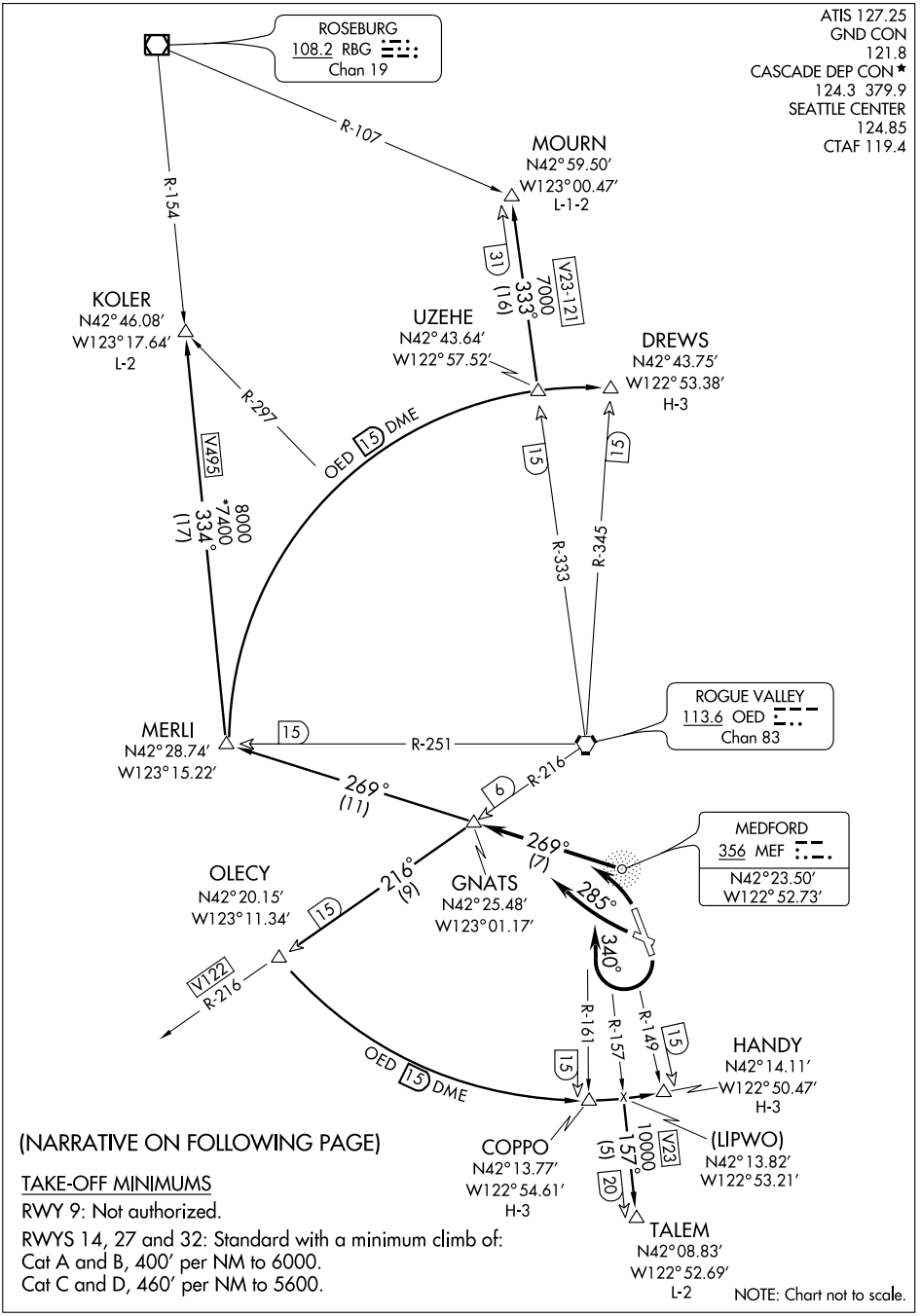
ATC climb rate of 410' per NM until passing 6300 required.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 32: Climbing right turn to heading 015°, maintain 11000' or assigned altitude, expect radar vectors to assigned route. Expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC crossing the OED R-070, turn left, proceed direct OED VORTAC, continue climb in holding pattern (NW, right turn, 153° inbound) to minimum crossing altitude/minimum enroute altitude before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010



(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS

RWY 9: Not authorized.

RWYS 14, 27 and 32: Standard with a minimum climb of:
Cat A and B, 400′ per NM to 6000.
Cat C and D, 460′ per NM to 5600.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climbing right turn via 340° heading and MEF NDB 269° bearing outbound to GNATS INT. Thence. . . .

TAKE-OFF RUNWAY 27: Climbing right turn via 285° heading and MEF NDB 269° bearing outbound to GNATS INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climbing left turn via MEF NDB 269° bearing outbound to GNATS INT. Thence. . . .

. . . .via (transition) or (assigned route). Maintain 10,000' or assigned lower altitude.

COPPO TRANSITION (GNATS3.COPPO): From over GNATS INT via OED R-216 to OLECY INT, then via the OED 15 DME Arc to COPPO DME.

DREWS TRANSITION (GNATS3.DREWS): From over GNATS INT via the MEF NDB 269° bearing to MERLI INT, then via the OED 15 DME Arc to DREWS DME.

HANDY TRANSITION (GNATS3.HANDY): From over GNATS INT via the OED R-216 to OLECY INT, then via the OED 15 DME Arc to HANDY DME.

KOLER TRANSITION (GNATS3.KOLER): From over GNATS INT via MEF NDB 269° bearing to MERLI INT, then via RBG R-154 to KOLER INT.

MOURN TRANSITION (GNATS3.MOURN): From over GNATS INT via MEF NDB 269° bearing to MERLI INT, then via the OED 15 DME Arc to intercept OED R-333 to MOURN INT.

TALEM TRANSITION (GNATS3.TALEM): From over GNATS INT via OED R-216 to OLECY INT, then via the OED 15 DME Arc to intercept OED R-157 to TALEM DME.

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-MFR	APP CRS	Rwy Idg	8800
110.3	140°	TDZE	1303
Chan 40		Apt Elev	1335

ILS or LOC/DME RWY 14

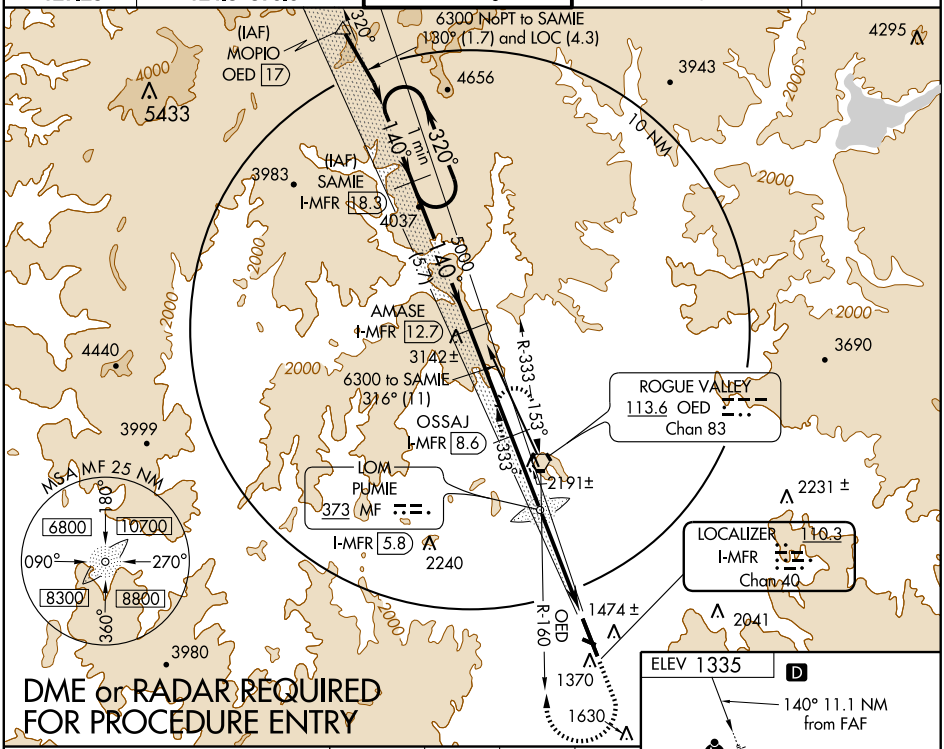
MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)

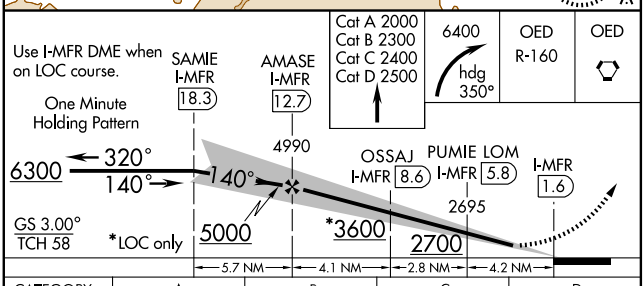
For inoperative MALSR, increase S-ILS 14 CAT B visibility to RVR 6000, CAT C visibility to 1½ mile, and CAT D visibility to 2 miles.

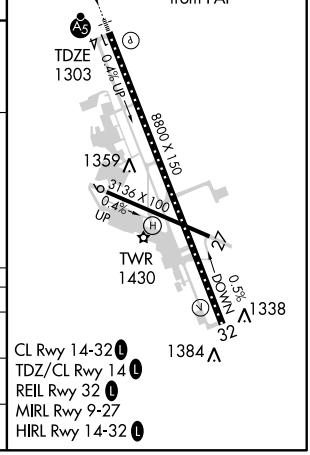
MALSR

MISSED APPROACH: Cat A climb to 2000; Cat B climb to 2300; Cat C climb to 2400; Cat D climb to 2500, then climbing right turn to 6400 via heading 350° and OED R-160 to OED VORTAC and hold, continue climb-in-hold to 6400.

ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95





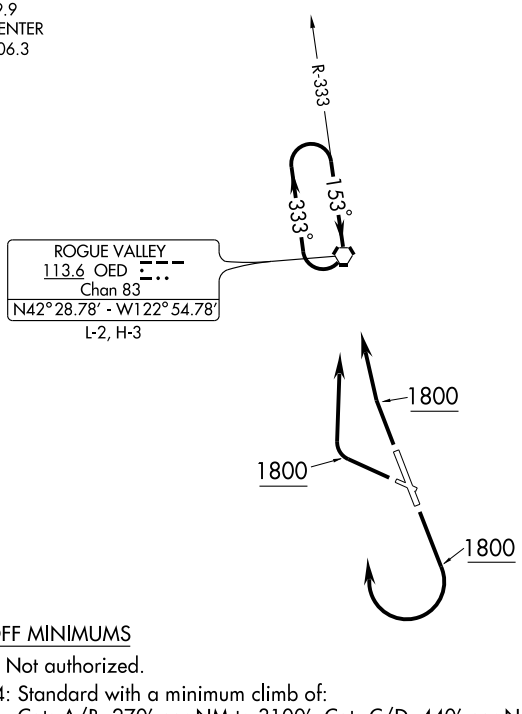


CATEGORY	A	B	C	D
S-ILS 14	1553/24 250 (300-½)	1634/40 331 (300-¾)	1753/50 450 (500-1)	1862-1½ 559 (600-1½)
S-LOC 14	1640/24 337 (400-½)	1800/24 497 (500-½)	1920/60 617 (600-1¼)	2000-1¾ 697 (700-1¾)
CIRCLING	2000-1 665 (700-1)		2000-1¾ 665 (700-1¾)	2140-2½ 805 (900-2½)

CL Rwy 14-32 L
TDZ/CL Rwy 14 L
REIL Rwy 32 L
MIRL Rwy 9-27
HIRL Rwy 14-32 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ATIS 127.25
GND CON
121.8
MEDFORD TOWER★
119.4 257.8
CASCADE DEP CON★
124.3 379.9
SEATTLE CENTER
124.85 306.3



TAKE-OFF MINIMUMS

RWY 9: Not authorized.

RWY 14: Standard with a minimum climb of:
Cats A/B, 270′ per NM to 3100′, Cats C/D, 440′ per NM to 4900.

RWY 27: Standard with minimum climb of 360′ per NM to 3600.

RWY 32: Standard with a minimum climb of 300′ per NM to 3000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Not authorized.

TAKE-OFF RUNWAYS 14 and 27: Climb runway heading to 1800 then turn right. Thence. . . .

TAKE-OFF RUNWAY 32: Climb runway heading to 1800. Thence. . . .

. . . . climb direct to the OED VORTAC. Continue climb in OED holding pattern (NW, right turn, 153° inbound) at or above 7000′ before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

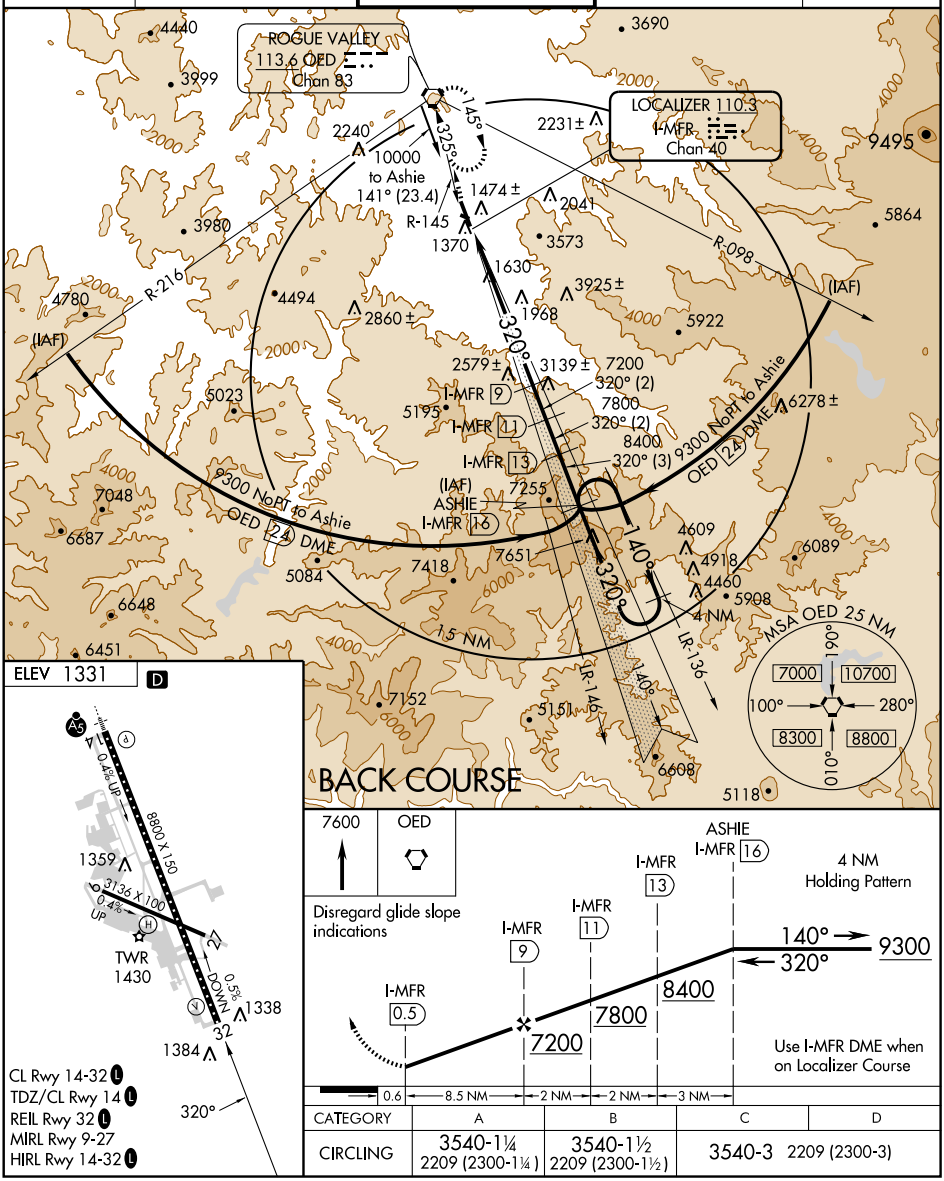
LOC/DME I-MFR	APP CRS	Rwy Idg	N/A
110.3	320°	TDZE	N/A
Chan 40		Apt Elev	1331

LOC/DME BC-B

MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)

MISSED APPROACH: Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95



CATEGORY	A	B	C	D
CIRCLING	3540-1¼ 2209 (2300-1¼)	3540-1½ 2209 (2300-1½)	3540-3 2209 (2300-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	N/A
325°	TDZE	N/A
	Apt Elev	1335

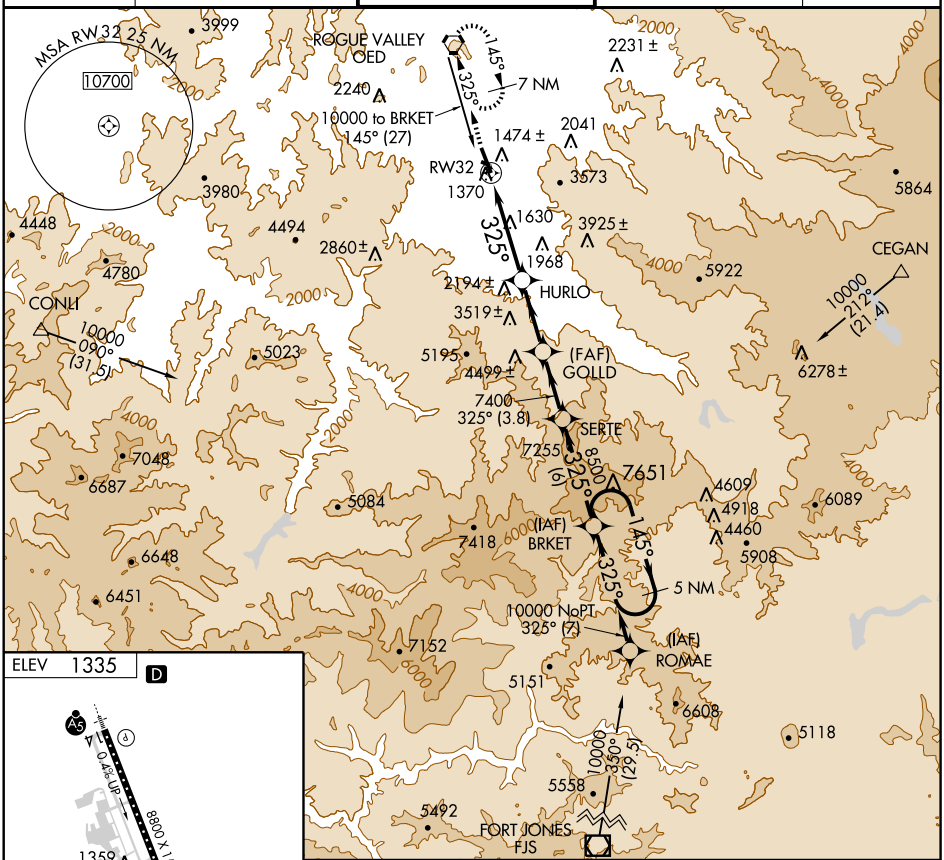
RNAV (GPS)-D

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 7800 direct OED VORTAC and hold, continue climb-in-hold to 7800.

ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95



CATEGORY	A	B	C	D
CIRCLING	3600-1¼ 2265 (2300-1¼)	3600-1½ 2265 (2300-1½)	3600-3 2265 (2300-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 14

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

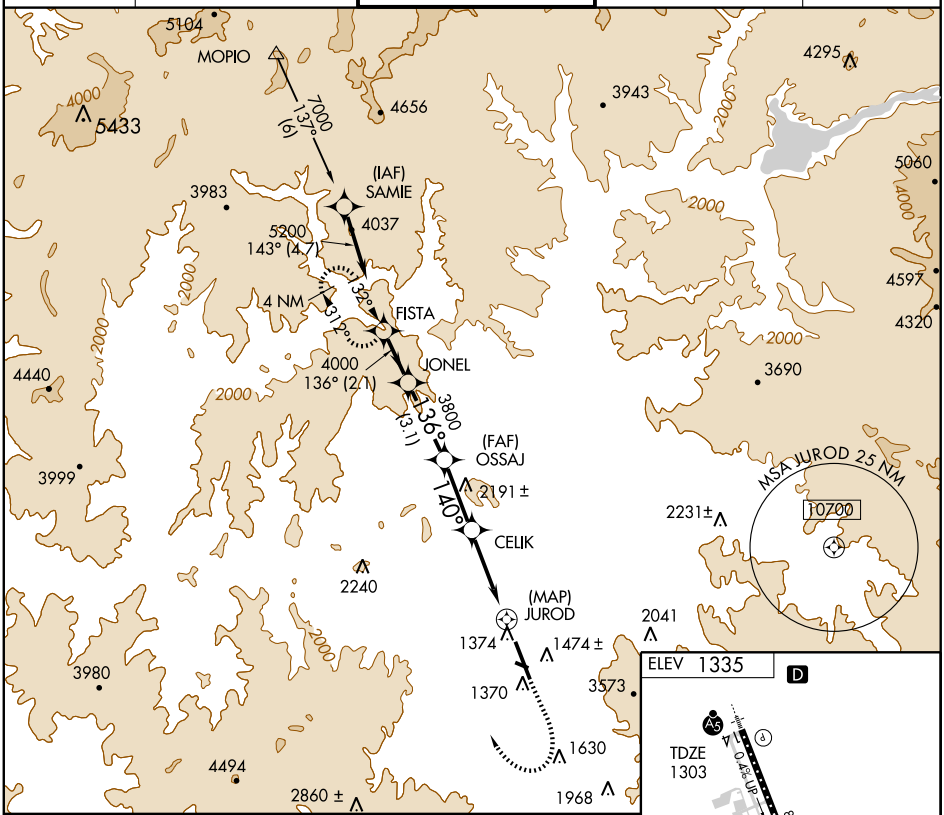
APP CRS	Rwy ldg	8800
140°	TDZE	1303
	Apt Elev	1335

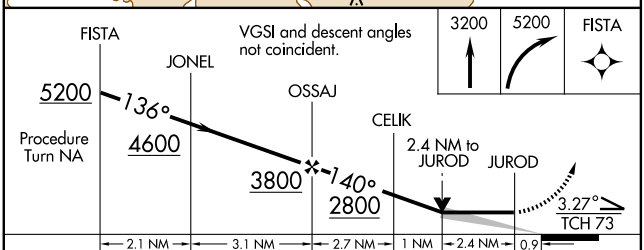
DME/DME RNP- 0.3 NA.

MALSR

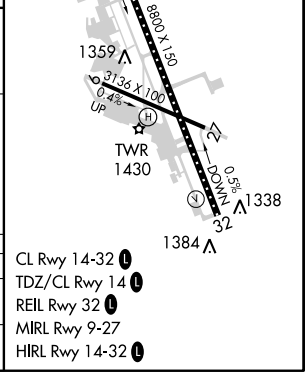
MISSED APPROACH: Climb to 3200 then climbing right turn to 5200 direct FISTA WP and hold.

ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	2400/40 1097 (1100-¾)	2400/50 1097 (1100-1)	2400-2½ 1097 (1100-2½)	
CIRCLING	2400-1¼ 1065 (1100-1¼)	2400-1½ 1065 (1100-1½)	2400-3 1065 (1100-3)	



CL Rwy 14-32 L
TDZ/CL Rwy 14 L
REIL Rwy 32 L
MIRL Rwy 9-27
HIRL Rwy 14-32 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC OED	APP CRS	Rwy Idg	N/A
113.6	146°	TDZE	N/A
Chan 83		Apt Elev	1335

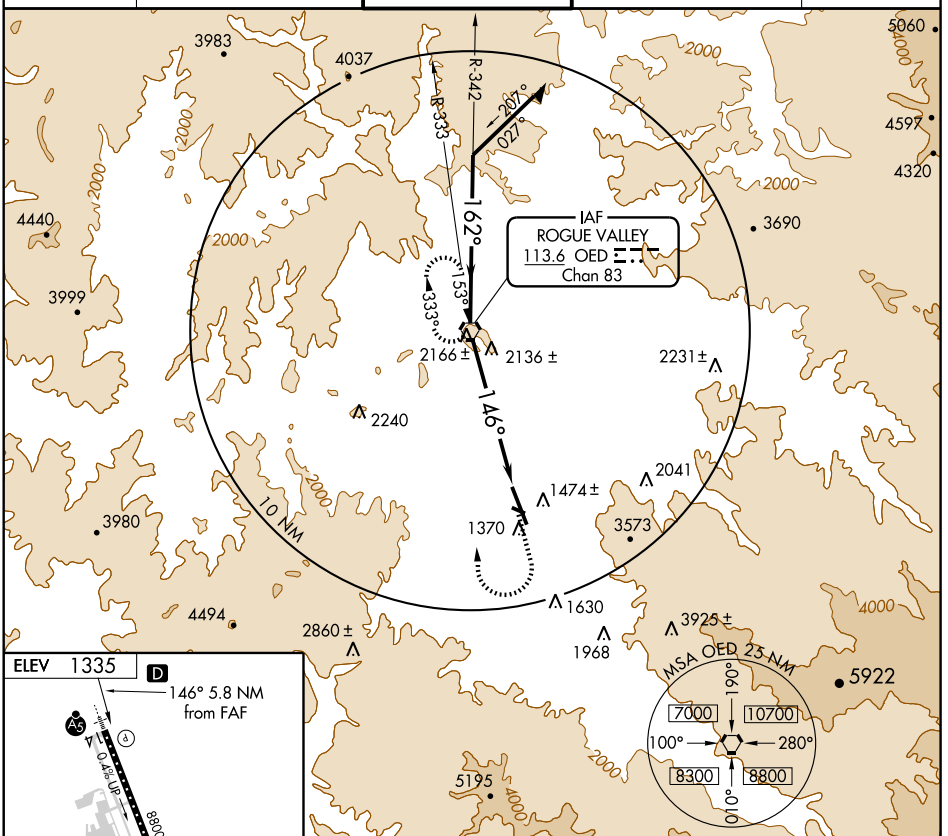
VOR-A

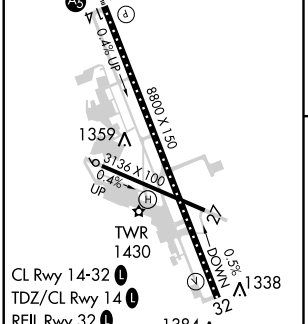
MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)

T A If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2900 then climbing right turn to 6400 direct OED VORTAC and hold, continue climb-in-hold to 6400.

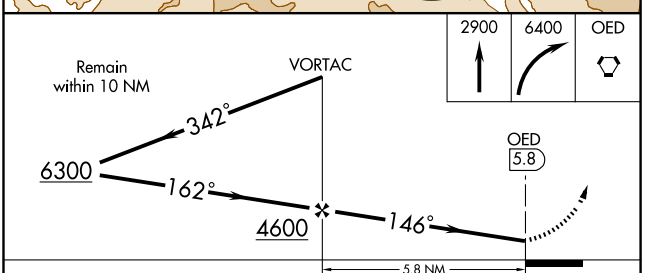
ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95





CL Rwy 14-32 L
TDZ/CL Rwy 14 L
REIL Rwy 32 L
MIRL Rwy 9-27
HIRL Rwy 14-32 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
CIRCLING	2680-1¼ 1345 (1400-1¼)	2680-1½ 1345 (1400-1½)	2680-3 1345 (1400-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

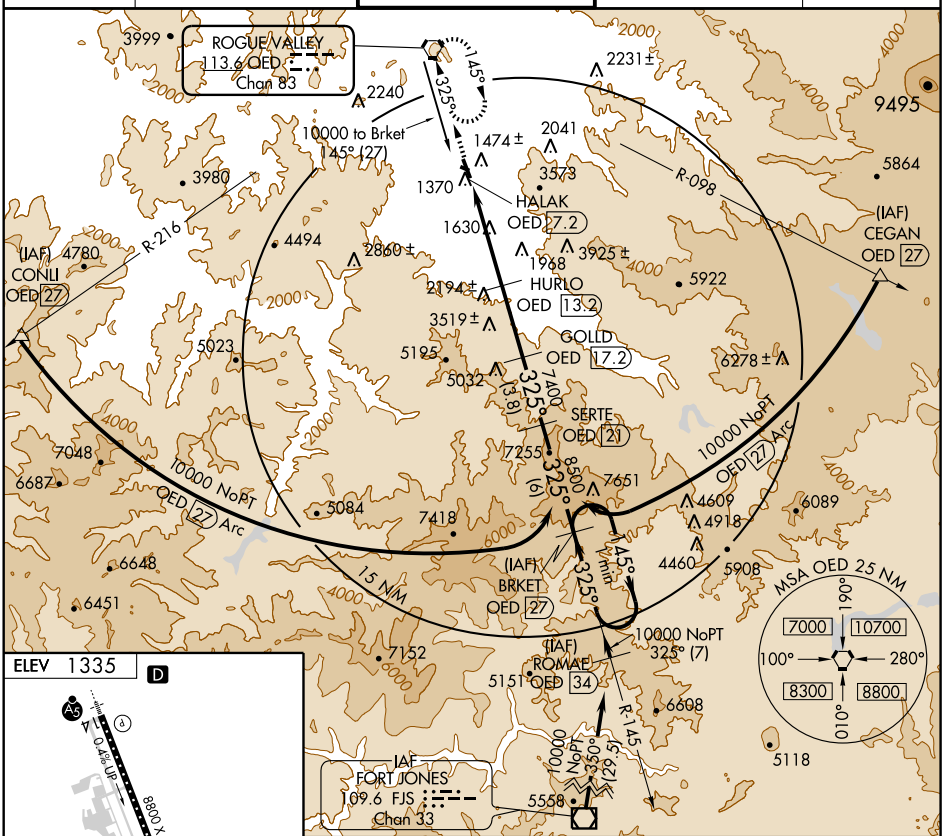
VORTAC OED	APP CRS	Rwy Idg	N/A
113.6	325°	TDZE	N/A
Chan 83		Apt Elev	1335

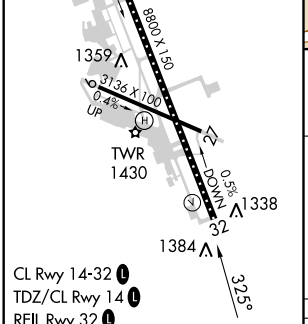
VOR/DME-C

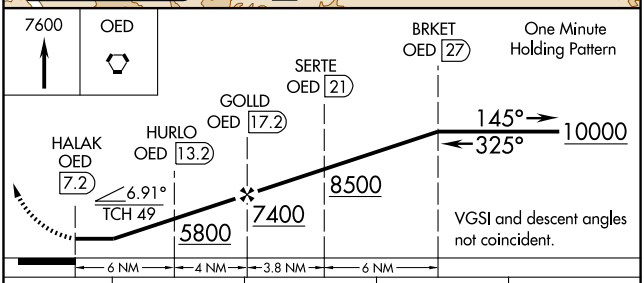
MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)

MISSED APPROACH: Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95







CATEGORY	A	B	C	D
CIRCLING	3600-1¼ 2265 (2300-1¼)	3600-1½ 2265 (2300-1½)	3600-3 2265 (2300-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC OED	APP CRS	Rwy Idg	8800
113.6	146°	TDZE	1303
Chan 83		Apt Elev	1335

VOR/DME RWY 14

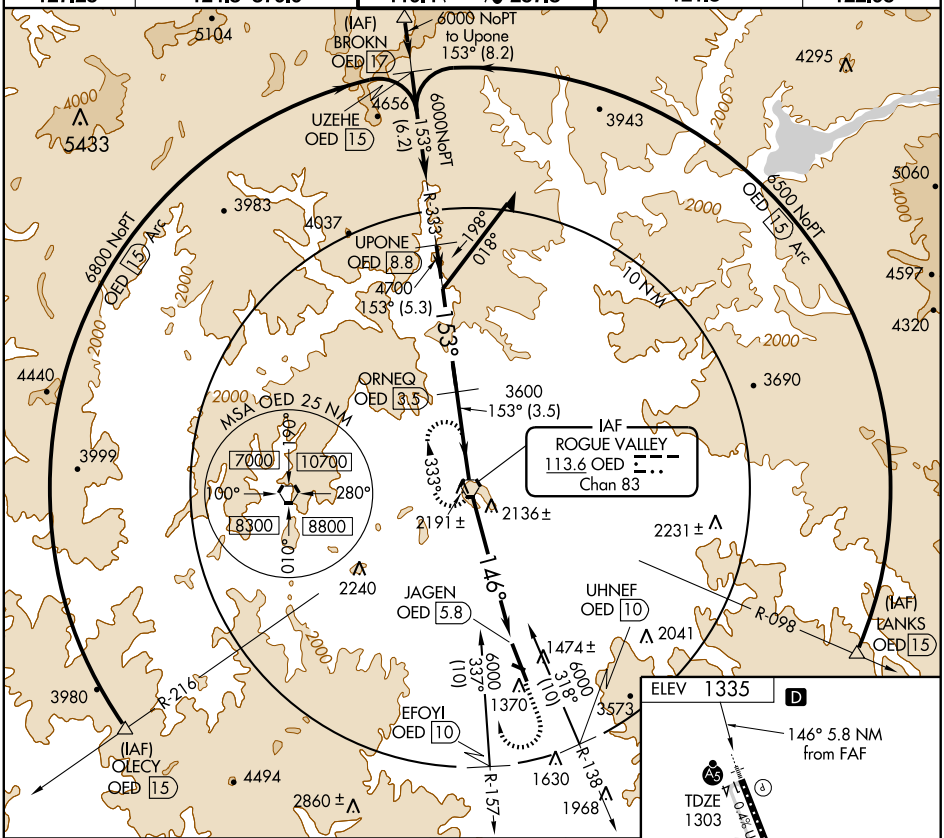
MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

T A Inoperative table does not apply to S-14 CAT A. For inoperative MALSR increase S-14 CAT B visibility to 1½.

MALSR

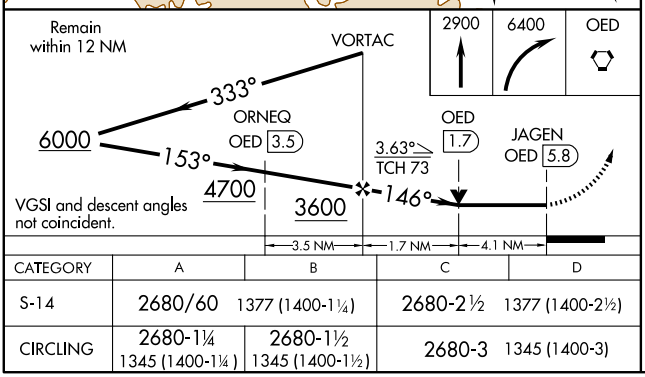
MISSED APPROACH: Climb to 2900 then climbing right turn to 6400 direct OED VORTAC and hold, continue climb-in-hold to 6400.

ATIS	CASCADE APP CON ★	MEDFORD TOWER ★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95

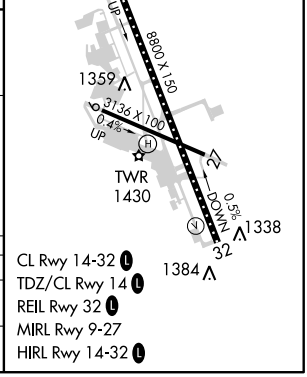


NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-14	2680/60 1377 (1400-1¼)		2680-2½ 1377 (1400-2½)	
CIRCLING	2680-1¼ 1345 (1400-1¼)	2680-1½ 1345 (1400-1½)	2680-3 1345 (1400-3)	



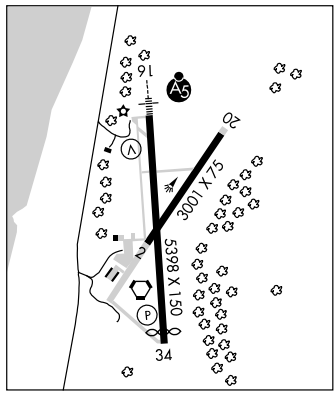
NEWBERG N45°21.19′ W122°58.69′. NOTAM FILE MMV. SEATTLE
(H) VORW/DME 117.4 UBG Chan 121 105° 10.9 NM to Aurora State. 1440/21E. **HIWAS.** H–1B, L–1B
RCO 122.45 (MC MINNVILLE RADIO)

NEWBERG

CHEHALEM AIRPARK (17S) 4 N UTC−8(−7DT) N45°19.42′ W123°03.26′ SEATTLE
190 S4 **FUEL** 100LL, JET A NOTAM FILE MMV
RWY 07–25: H2285X40 (ASPH) RWY LGTS(NSTD)
RWY 07: Thld dsplcd 300′. P–line. **RWY 25:** Tree.
AIRPORT REMARKS: Attended 1600–0200Z‡. Rwy 25 has noise abatement procedures in effect for more information ctc aprt manager 503–537–0108. Rwy 07–25 NSTD basic markings, NSTD size, rwy edge strips. Rwy 07 dsplcd thld NSTD markings, NSTD size. Rwy 07–25 NSTD green thld lgts at W end only; no thld lgts on E end; 300′ dsplcd thld unlgtd.
COMMUNICATIONS: CTAF 122.9

SPORTSMAN AIRPARK (2S6) 1 SE UTC−8(−7DT) N45°17.74′ W122°57.32′ SEATTLE
181 S4 **FUEL** 100LL, JET A NOTAM FILE MMV
RWY 17–35: H2755X50 (ASPH) S–30 LIRL
RWY 17: Thld dsplcd 369′. Tree. **RWY 35:** Thld dsplcd 315′. Brush. Rgt tfc.
AIRPORT REMARKS: Attended dawn–dusk. Arpt lgts opr sunset–0800Z‡. For LIRL Rwy 17–35 after 0800Z‡ phone 503–538–2134. Rwy 17–35 alligator cracks, dips, patch work in poor condition and edge cracks, needs joint sealing.
COMMUNICATIONS: CTAF 122.9
PORTLAND CLNC DEL 126.0

NEWPORT MUNI (ONP) 3 S UTC−8(−7DT) N44°34.82′ W124°03.48′ SEATTLE
181 B **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE ONP H–1A, L–1B
RWY 16–34: H5398X150 (ASPH) S–75, D–120, 2S–152, 2D–170 HIRL IAP
RWY 16: MALSR. VASI(V4R)—GA 3.0° TCH 50′. Rgt tfc.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 300′.
RWY 02–20: H3001X75 (ASPH) S–33, D–50, 2D–84
MIRL 1.0% up NE
RWY 02: Ground. **RWY 20:** Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–3001	TODA–3001	ASDA–3001	LDA–3001
RWY 16:	TORA–5398	TODA–5398	ASDA–5398	LDA–5398
RWY 20:	TORA–3001	TODA–3001	ASDA–3001	LDA–3001
RWY 34:	TORA–5398	TODA–5398	ASDA–5398	LDA–5398

AIRPORT REMARKS: Attended 1600–0100Z‡. For fuel after hours call 541–867–3655 or 541–961–9725. Deer and coyotes on and invof rwys and twys. Birds invof arpt during Apr and Oct. PPR for air carrier ops with more than 30 passenger seats, call arpt manager 541–867–7422. ACTIVATE MALSR Rwy 16, MIRL Rwy 02–20, HIRL Rwy 16–34, and REIL Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.9 (541)–867–4175.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (MC MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 125.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ONP.
(H) VORTACW 117.1 ONP Chan 118 N44°34.52′ W124°03.64′ at fld. 150/19E.
VORTAC unusable:
342°–007° byd 35 NM blo 5,000′ 112°–132° byd 35 NM blo 8,000′
007°–047° byd 35 NM blo 6,000′ 132°–162° byd 35 NM blo 5,000′
057°–112° byd 35 NM blo 7,000′
AGGET NDB (LOM) 350 ON N44°40.56′ W124°03.92′ 158° 5.8 NM to fld. Unusable 360°–150°
ILS 111.5 I–ONP Rwy 16. LOM AGGET NDB. LOM unusable 360°–150°

NORTH BEND N43°24.93′ W124°10.11′ NOTAM FILE OTH KLAMATH FALLS
(L) VORTACW 112.1 OTH Chan 58 253° 3.4 NM to Southwest Oregon Rgnl. 707/18E. **HIWAS.** L–1A
VORTAC unusable:
012°–087° byd 30 NM blo 5000′.
RCO 122.4 (MC MINNVILLE RADIO)

LOC I-ONP	APP CRS	Rwy Idg	5398
111.5	158°	TDZE	151
		Apt Elev	160

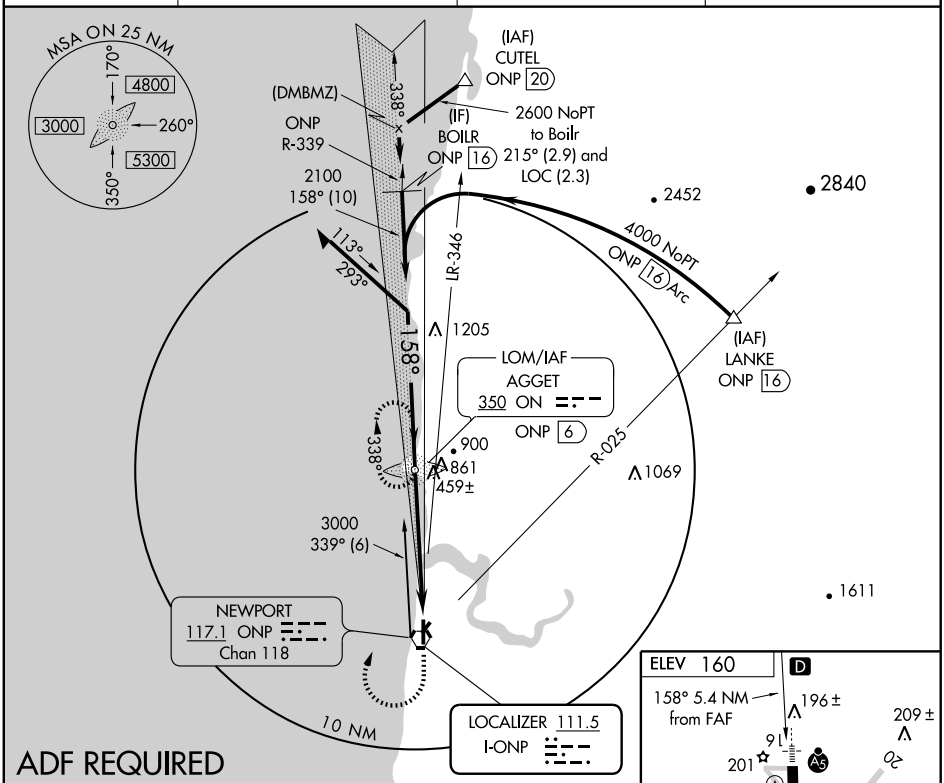
ILS or LOC RWY 16
NEWPORT MUNI (ONP)

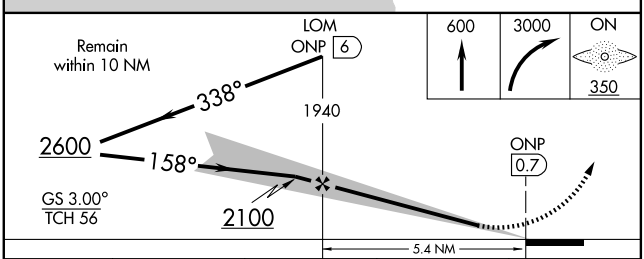
T
A NA

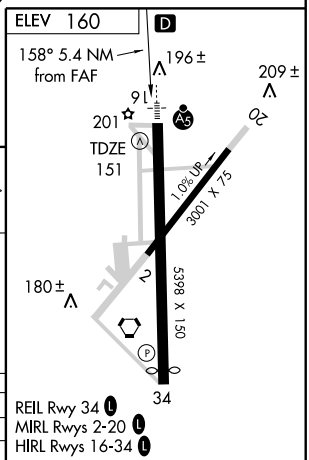
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct AGGET LOM/ONP 6 DME and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 16	351-¾ 200 (200-¾)			
S-LOC 16	720-¾ 569 (600-¾)		720-1½ 569 (600-1½)	720-1¾ 569 (600-1¾)
CIRCLING	880-1 720 (800-1)		880-2 720 (800-2)	960-2½ 800 (800-2½)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 16

NEWPORT MUNI (ONP)

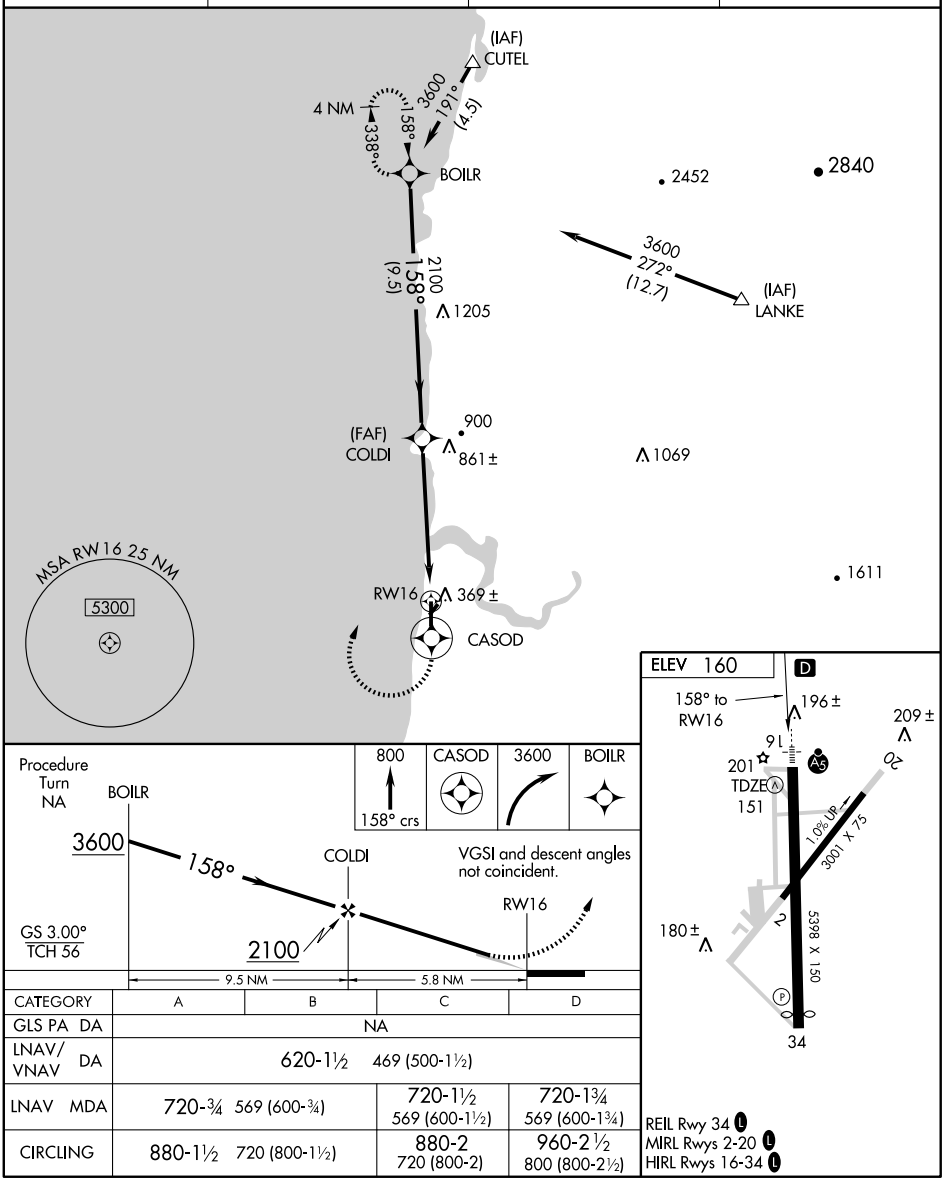
APP CRS	Rwy Idg	5398
158°	TDZE	151
	Apt Elev	160

NA Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).

MALSR

MISSED APPROACH: Climb to 800 via 158° course to CASOD WP then climbing right to 3600 direct BOILR WP and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	620-1½ 469 (500-1½)			
LNAV MDA	720-¾ 569 (600-¾)		720-1½ 569 (600-1½)	720-1¾ 569 (600-1¾)
CIRCLING	880-1½ 720 (800-1½)		880-2 720 (800-2)	960-2½ 800 (800-2½)

REIL Rwy 34 L
MIRL Rwys 2-20 L
HIRL Rwys 16-34 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 34

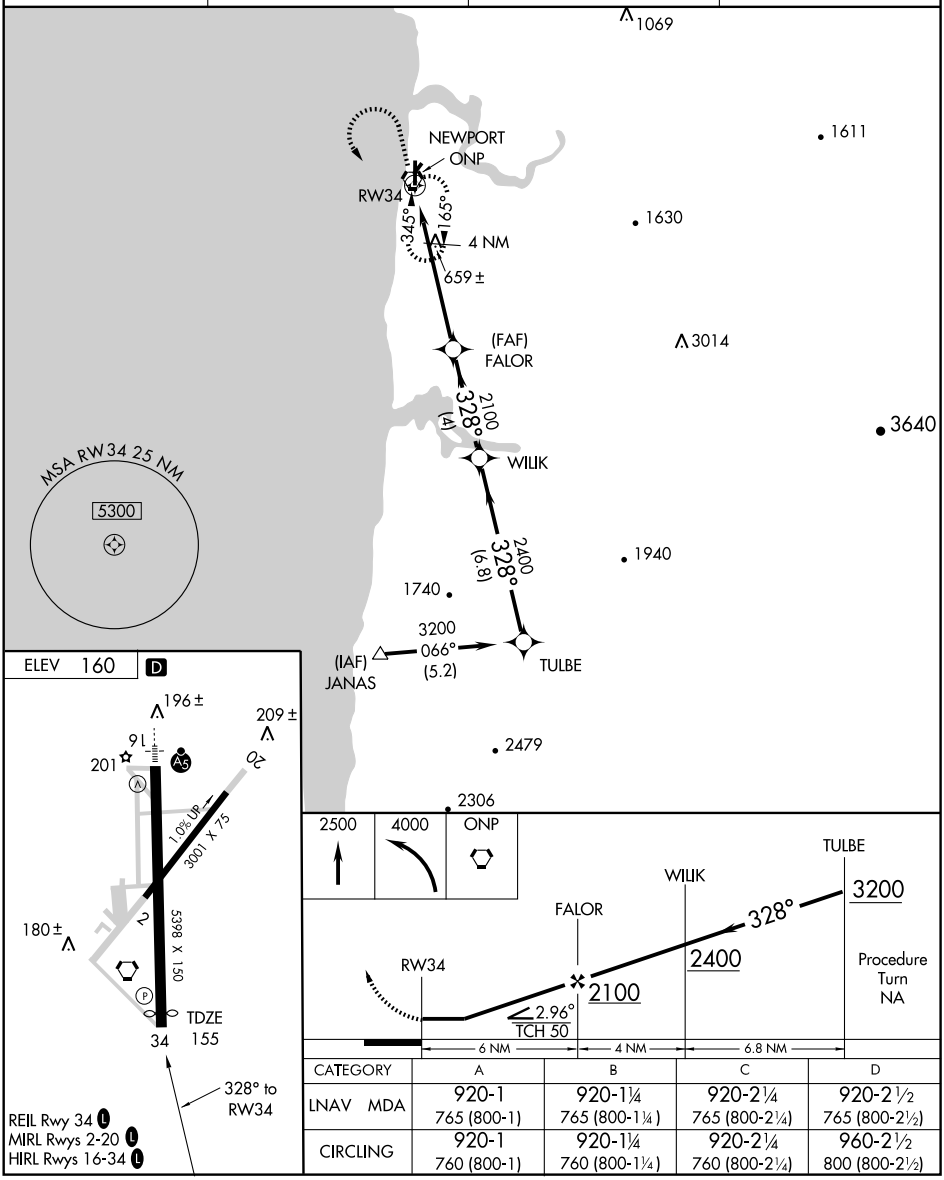
NEWPORT MUNI (ONP)

APP CRS	Rwy Idg	5098
328°	TDZE	155
	Apt Elev	160

T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 direct ONP VORTAC and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	920-1 765 (800-1)	920-1¼ 765 (800-1¼)	920-2¼ 765 (800-2¼)	920-2½ 765 (800-2½)
CIRCLING	920-1 760 (800-1)	920-1¼ 760 (800-1¼)	920-2¼ 760 (800-2¼)	960-2½ 800 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

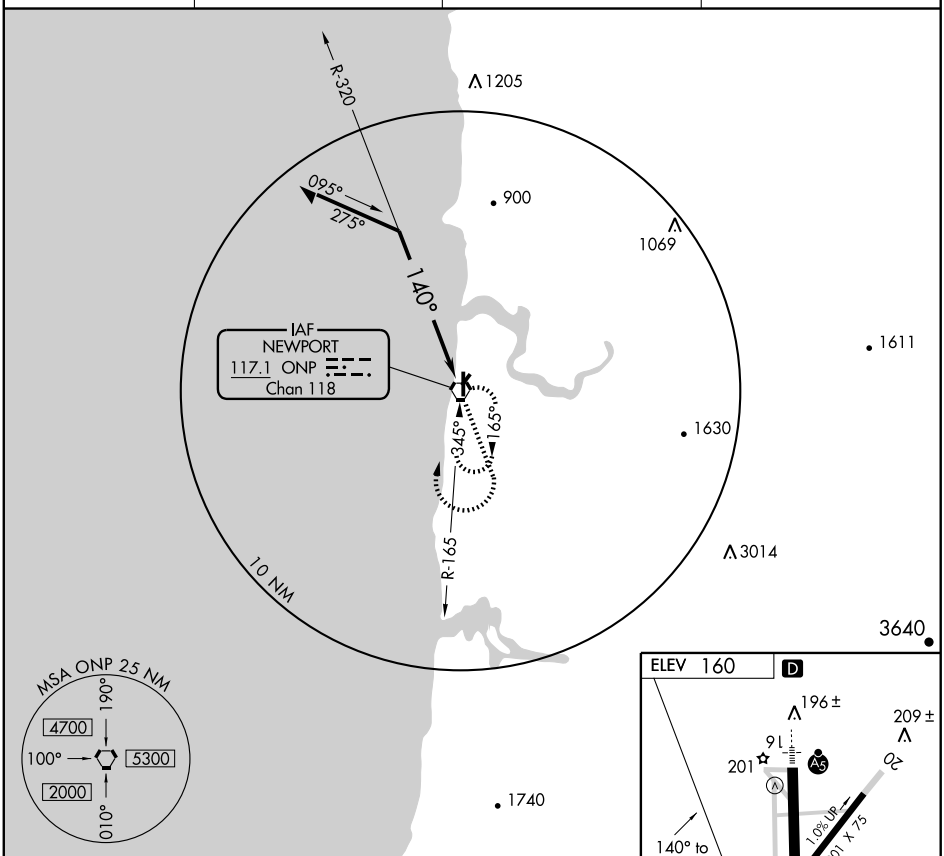
VORTAC ONP 117.1 Chan 118	APP CRS 140°	Rwy Idg N/A TDZE N/A Apt Elev 160

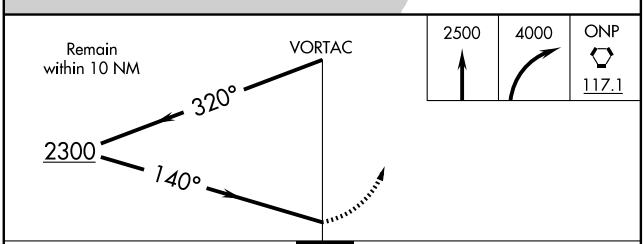
VOR-A
NEWPORT MUNI (ONP)

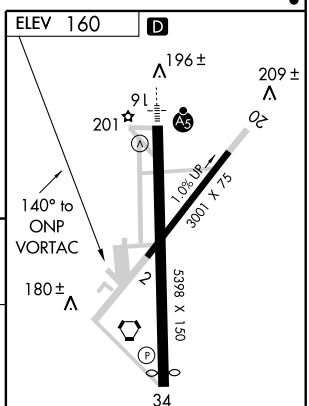
T
NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000, direct ONP VORTAC and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1160-1¼ 1000 (1000-1¼)	1160-1½ 1000 (1000-1½)	1160-3 1000 (1000-3)	

REIL Rwy 34 L
MIRL Rwys 2-20 L
HIRL Rwys 16-34 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC ONP 117.1 Chan 118	APP CRS 166°	Rwy Idg 5398 TDZE 151 Apt Elev 160

VOR/DME RWY 16

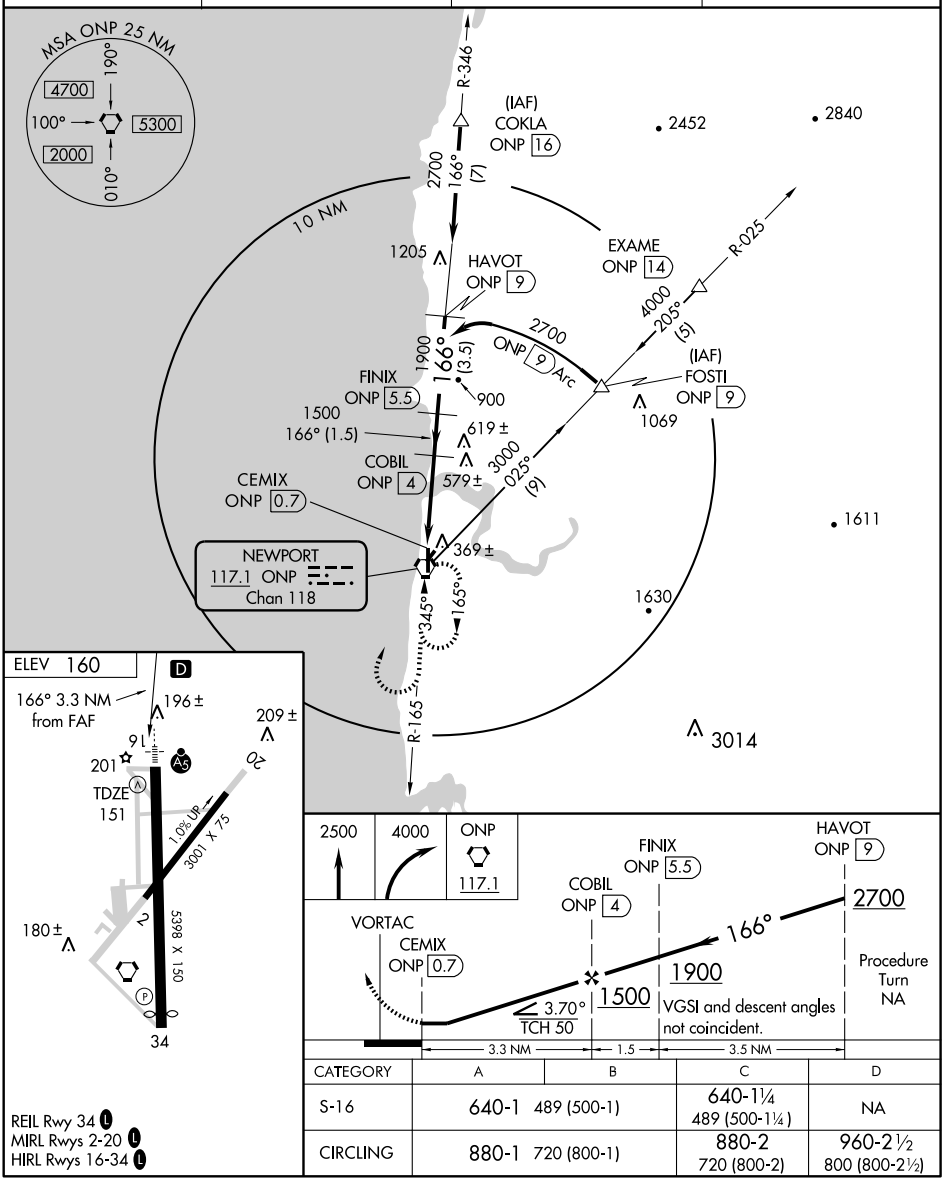
NEWPORT MUNI (ONP)

T NA Inoperative table does not apply to MALSF Rwy 16.

MALSR

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000, direct ONP VORTAC and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-16	640-1 489 (500-1)		640-1¼ 489 (500-1¼)	NA
CIRCLING	880-1 720 (800-1)		880-2 720 (800-2)	960-2½ 800 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME RWY 34

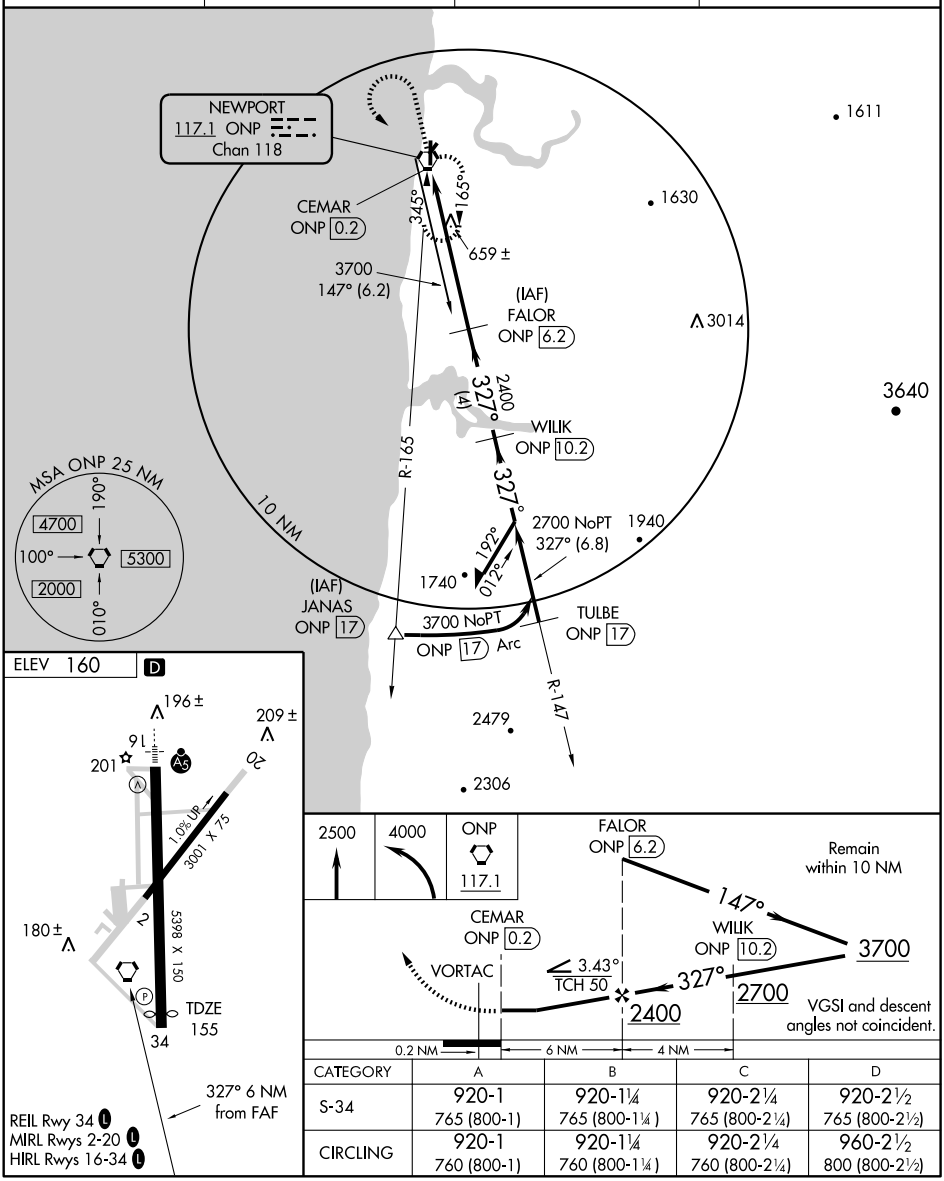
NEWPORT MUNI (ONP)

VORTAC ONP 117.1 Chan 118	APP CRS 327°	Rwy Idg 5098 TDZE 155 Apt Elev 160

NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct ONP VORTAC and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L

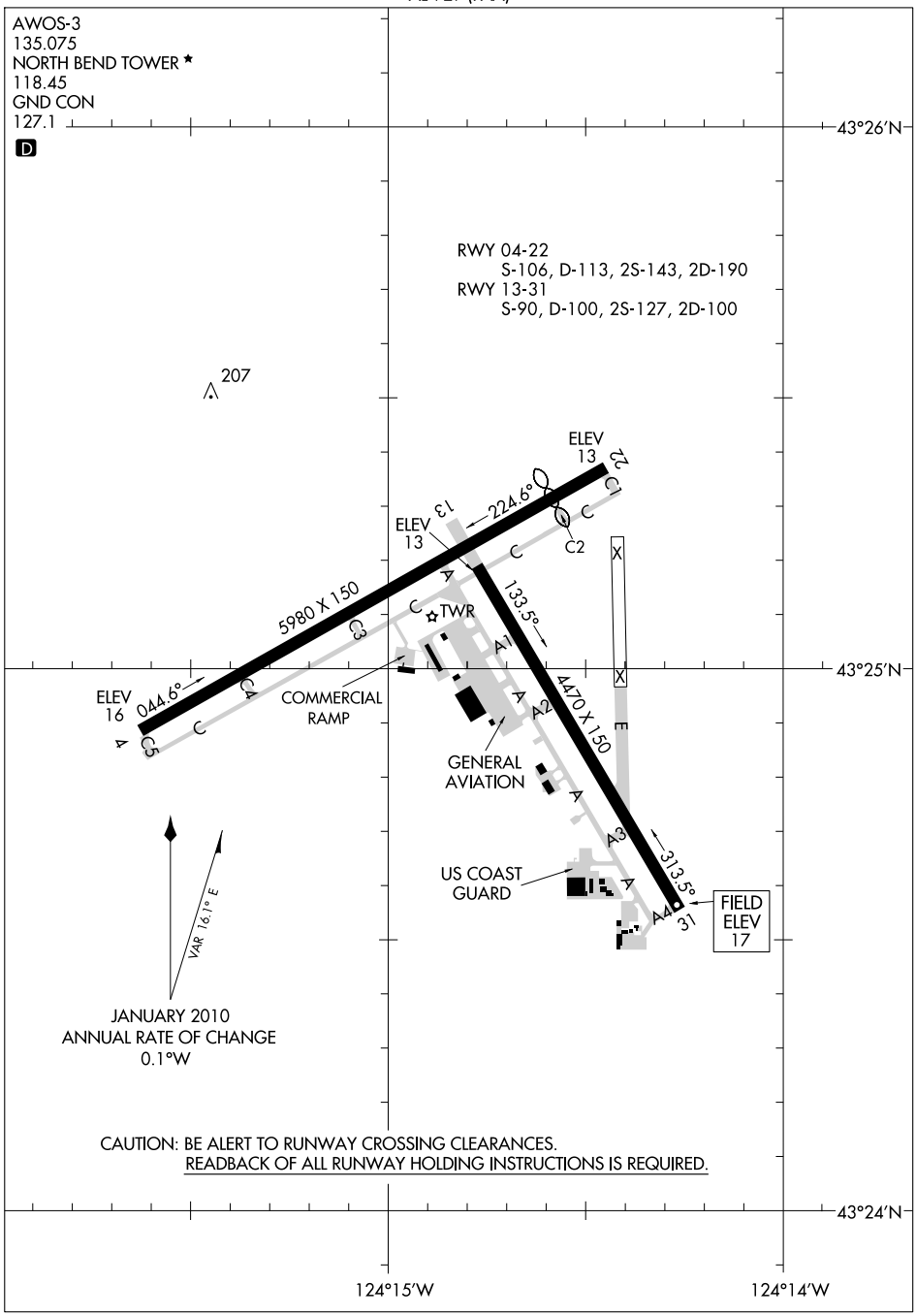


CATEGORY	A	B	C	D
S-34	920-1 765 (800-1)	920-1¼ 765 (800-1¼)	920-2¼ 765 (800-2¼)	920-2½ 765 (800-2½)
CIRCLING	920-1 760 (800-1)	920-1¼ 760 (800-1¼)	920-2¼ 760 (800-2¼)	960-2½ 800 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

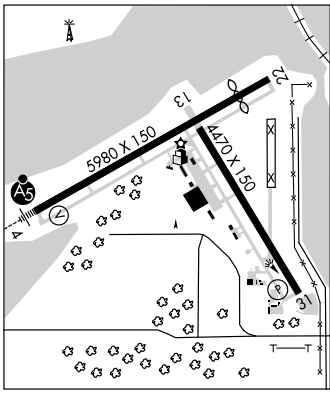
NORTH BEND/SOUTHWEST OREGON RGNL (OTH)
AL-929 (FAA)
NORTH BEND, OREGON



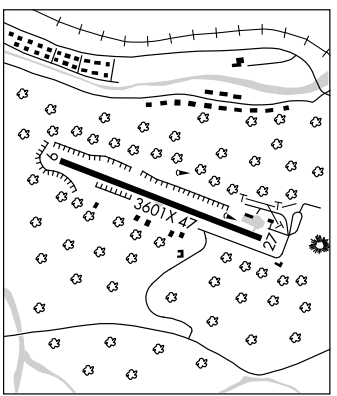
NW-1, 26 AUG 2010 to 23 SEP 2010

NORTH BEND

SOUTHWEST OREGON RGNL (OTH) 1 NW UTC−8(−7DT) N43°25.02′ W124°14.82′ **KLAMATH FALLS**
17 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE OTH **H–1A, L–1A**
RWY 04–22: H5980X150 (ASPH–PFC–GRVD) S–106, D–113, 2S–143, 2D–190 HIRL **IAP, AD**
RWY 04: MALSR. REIL. VASI (V4R)—GA 3.0° TCH 38′. Boat.
RWY 22: Thld dsplcd 660′. Ship.
RWY 13–31: H4470X150 (ASPH–GRVD) S–90, D–100, 2S–175, 2D–100 MIRL
RWY 13: REIL. Ship.
RWY 31: REIL. PAPI(P4L)—GA 4.0° TCH 50′. Road. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–5321 TODA–5321 ASDA–5321 LDA–5321
RWY 22: TORA–6000 TODA–6000 ASDA–6000 LDA–5321
AIRPORT REMARKS: Attended continuously. Services avbl 1600–0100Z‡, for services after hours call 541–756–5181 or 541–756–6903. Migratory flocks of waterfowl on and in vicinity of arpt. PAEW invof rwys and twys 1530–2330Z‡. Ship channel crosses Rwy 04 approximately ⅔ mile from thld, crosses Rwy 13 and Rwy 22 approximately 1000′ to 1700′ from thld, mast heights to 140′. Landing fee. Non–commercial landing fee for all acft over 12,500 lbs. ACTIVATE MALSR Rwy 04–CTAF. HIRL Rwy 04–22 and MIRL Rwy 13–31 opr continuously at night.
WEATHER DATA SOURCES: AWOS–3 135.075 (541) 756–0135.
HIWAS 112.1 OTH.
COMMUNICATIONS: CTAF 118.45
NORTH BEND RCO 122.4 (Mc MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 121.4
NORTH BEND TOWER 118.45 (1500–0500Z‡) **GND** 127.1
AIRSPACE: CLASS D svc 1500–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE OTH.
NORTH BEND (L) VORTACW 112.1 OTH Chan 58 N43°24.93′ W124°10.11′ 253° 3.4 NM to fld. 707/18E. **HIWAS.**
EMIRE NDB (LOM) 378 OT N43°23.67′ W124°18.62′ 046° 3.1 NM to fld.
NDB unusable 360°–165° byd 10 NM.
ILS 108.5 I–OTH Rwy 04. LOM EMIRE NDB.



OAKRIDGE STATE (5SØ) 1 W UTC−8(−7DT) N43°45.16′ W122°30.15′ **KLAMATH FALLS**
1393 TPA—2393(1000) NOTAM FILE MMV **L–1A**
RWY 09–27: H3610X47 (ASPH)
RWY 09: Trees. **RWY 27:** Road.
AIRPORT REMARKS: Unattended. Irregular winter maintenance, arpt may be clsd by snow. US Forest Service helicopters active in vicinity of arpt during fire season. Deer and elk on and invof arpt.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE EUG.
EUGENE (H) VORTACW 112.9 EUG Chan 76 N44°07.25′ W123°13.37′ 105° 38.3 NM to fld. 364/20E. **HIWAS.**



LOC I-OTH	APP CRS	Rwy Idg	5321
108.5	043°	TDZE	16
		Apt Elev	17

COPTER ILS or LOC RWY 4

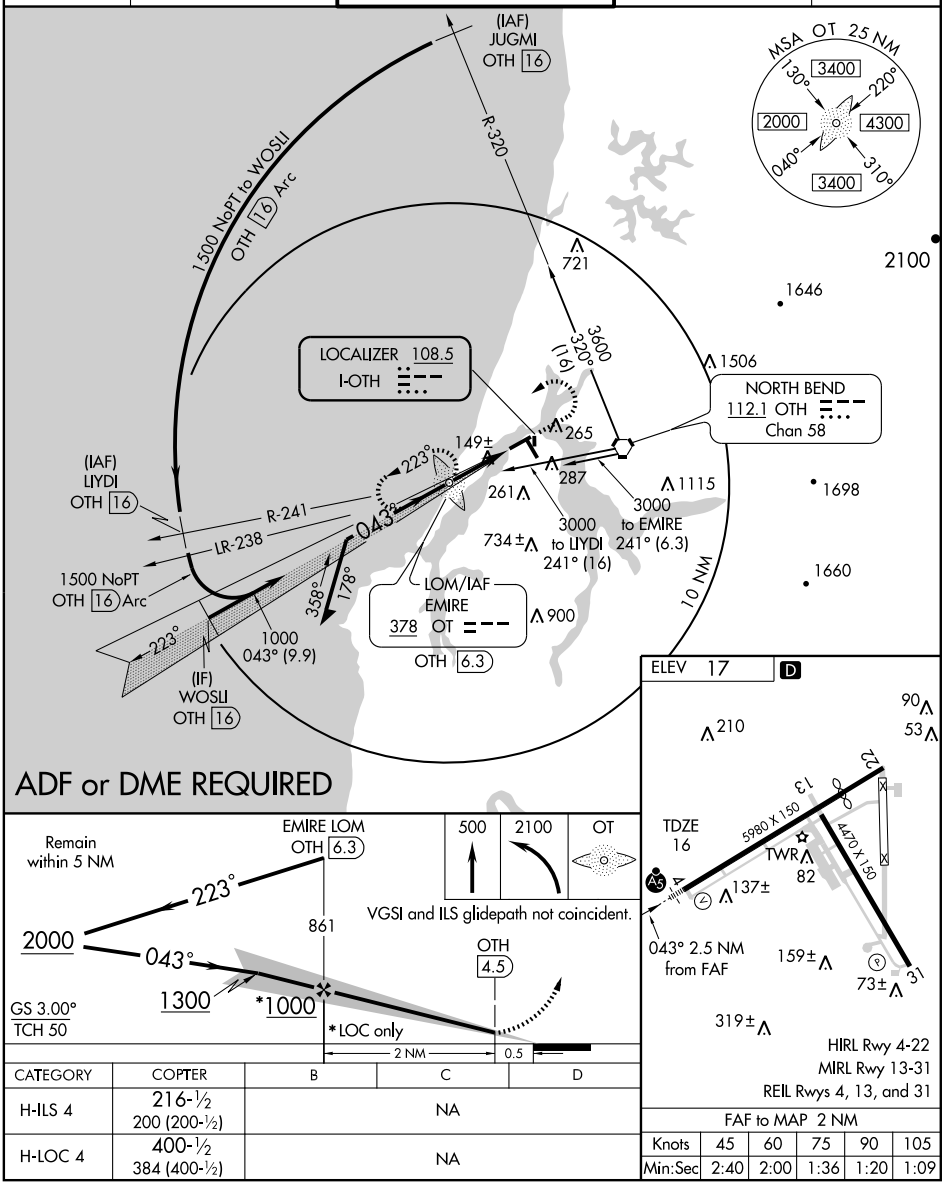
NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

ADF required.
If local altimeter setting not received, procedure NA.
US Coast Guard use only.

MALSR

MISSED APPROACH: Climb to 500, then climbing left turn to 2100 direct EMIRE LOM and hold, continue climb-in-hold to 2100.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1



CATEGORY	COPTER	B	C	D
H-ILS 4	216-½ 200 (200-½)	NA		
H-LOC 4	400-½ 384 (400-½)	NA		

FAF to MAP 2 NM					
Knots	45	60	75	90	105
Min:Sec	2:40	2:00	1:36	1:20	1:09

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-OTH	APP CRS	Rwy Idg	5321
108.5	043°	TDZE	16
		Apt Elev	17

ILS or LOC RWY 4

NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

Circling to Rwy 22 NA at night.
For inoperative MALSR, increase S-ILS 4 visibility to 1 mile all Cats. ADF required.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2300 direct EMIRE LOM and hold, continue climb-in-hold to 2300.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER *	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1

ALTERNATE MISSED APCH FIX
NORTH BEND OTH 112.1 Chan 58
R-254 074° 254°

2600 NoPT
OTH 16 Arc

(IAF) RARES OTH 16

R-005

721

*Missed approach requires a minimum climb of 271 feet per NM to 1200.

LOCALIZER 108.5 I-OTH

3000 to LOM 241° (6.3)

NORTH BEND 112.1 OTH Chan 58

265

287

1115

LEAST OTH 8.8

223° 140±

261

1300 to LEAST 043° (7.4)

043°

1000 043° (2.5)

734±

LOM/IAF EMIRE 378 OT

OTH 6.3

900

MSA OT 25 NM
130° 3400
220° 2000 4300
040° 310° 3400

LR-238

(IF) MITUE OTH 16

R-230

223°

LR-222

358° 178°

10 NM

ENROUTE FACILITIES

2400 NoPT
OTH 16 Arc

(IAF) LUPCI OTH 16

R-164

ADF OR DME REQUIRED

Remain within 10 NM

EMIRE LOM OTH 6.3

6000

223°

2000

043°

LEAST OTH 8.8

861

1300

1000

GS 3.00°
TCH 51

2.5 NM 2.5 NM

	600	2300	OT
	↑	↰	⟲

ELEV 17 D

210

90 53

22 13 04

TDZE 16

5980 X 150

4470 X 150

TWR 82

137±

043° 2.5 NM from FAF

159±

73±

31

319±

CATEGORY	A	B	C	D
S-ILS 4*	216-½	200 (200-½)		
S-ILS 4	321-½	305 (400-½)		
S-LOC 4	420-½	404 (500-½)	420-¾	404 (500-¾)
CIRCLING	740-1	723 (800-1)	820-2¼	803 (900-2¼)
			1060-3	1043 (1100-3)

HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwys 4, 13, and 31

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOM OT	APP CRS	Rwy Idg	5321
378	043°	TDZE	16
		Apt Elev	17

NDB RWY 4

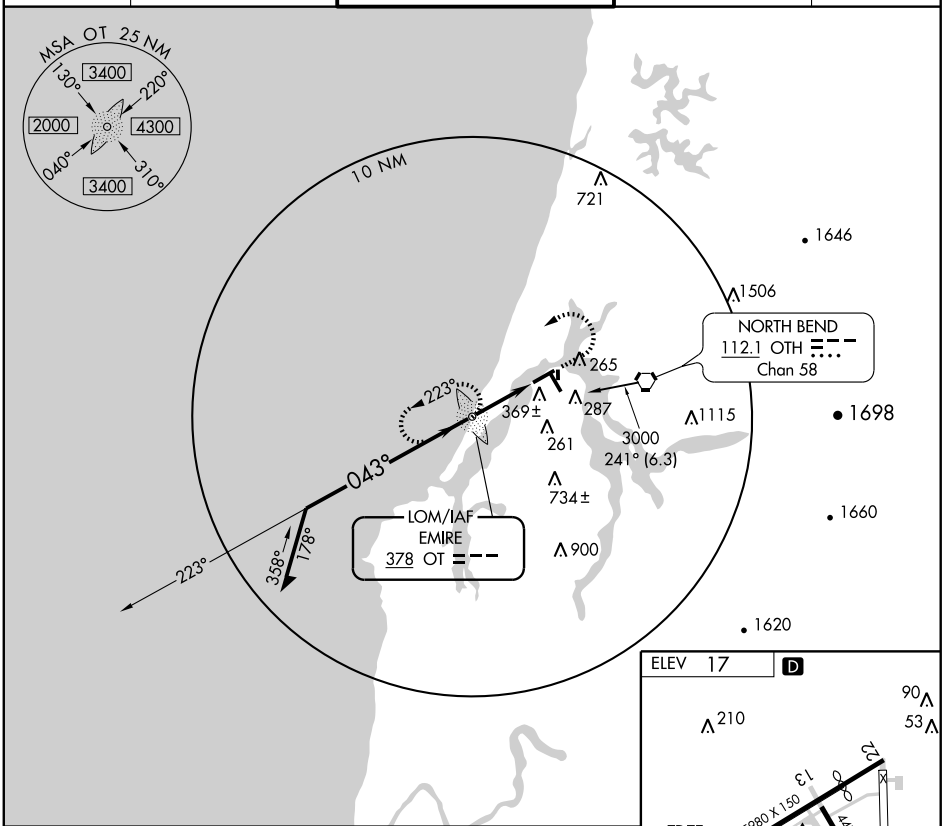
NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

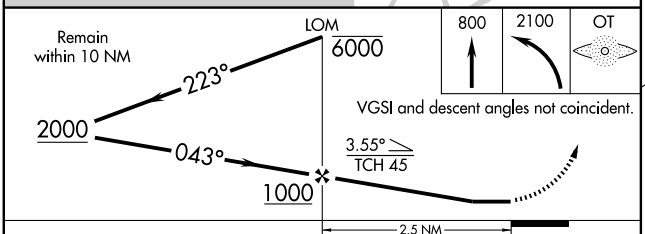
Circling to Rwy 22 NA at night.
Visibility reduction by helicopters NA.

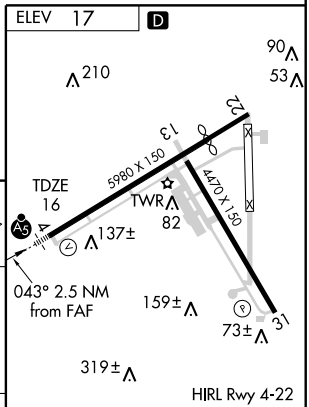
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2100 direct EMIRE LOM and hold, continue climb-in-hold to 2100.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1





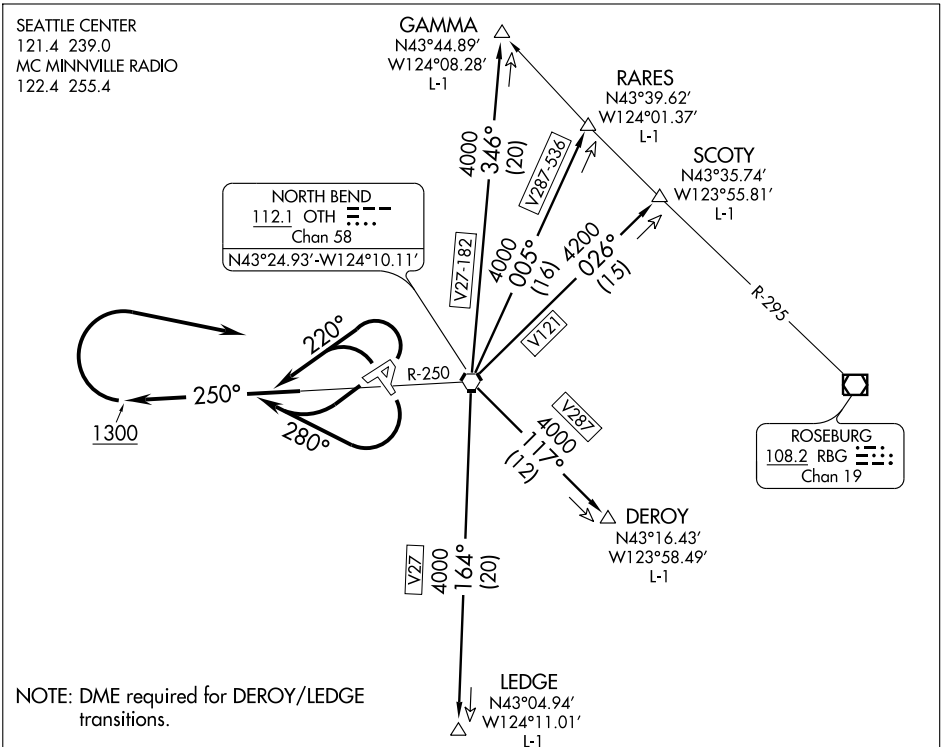


HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwys 4, 13, and 31

CATEGORY	A	B	C	D
S-4	680-¾ 664 (700-¾)		680-1¼ 664 (700-1¼)	680-1¾ 664 (700-1¾)
CIRCLING	740-1 723 (800-1)		820-2¼ 803 (900-2¼)	1060-3 1043 (1100-3)

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010



NOTE: DME required for DEROY/LEDGE transitions.

TAKE-OFF MINIMUMS

Rwy 4: Standard with minimum climb of 475′ per NM to 1200 or 900-3 with minimum climb of 300′ per NM to 900.
Rwy 13: 400-1 with minimum climb of 330′ per NM to 1200.
Rwy 22: Standard.
Rwy 31: 300-1¾ or Standard with minimum climb of 280′ per NM to 300.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 31: Climbing left turn heading 220° and OTH R-250 thence. . . .
TAKE-OFF RUNWAYS 13, 22: Climbing right turn heading 280° and OTH R-250 thence. . . .

. . . .continue climbing via OTH R-250 to 1300 then right turn direct OTH VORTAC, thence via assigned transition.

DEROY TRANSITION (OTH5.DEROY): From over OTH VORTAC via OTH R-117 to DEROY DME.
GAMMA TRANSITION (OTH5.GAMMA): From over OTH VORTAC via OTH R-346 to GAMMA INT.
LEDGE TRANSITION (OTH5.LEDGE): From over OTH VORTAC via OTH R-164 to LEDGE DME.
RARES TRANSITION (OTH5.RARES): From over OTH VORTAC via OTH R-005 to RARES INT.
SCOTY TRANSITION (OTH5.SCOTY): From over OTH VORTAC via OTH R-026 to SCOTY INT.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TAKE-OFF OBSTACLE NOTES

Rwy 4: OL on ant. 383′ from DER, 207′ right of centerline, 22′ AGL/35′ MSL.
Ship 1000′ from DER, on centerline, up to 140′ MSL.
OLs on bridge beginning 1886′ from DER, 621′ left of centerline, up to 93′ AGL/93′ MSL.
Bridge beginning 4728′ from DER, 580′ right of centerline, 265′ AGL/265′ MSL.
OLs on bridge beginning 4741′ from DER, 948′ right of centerline, up to 268′ AGL/268′ MSL.
Transmission tower, 5031′ from DER, 677′ right of centerline, 213′ AGL/216′ MSL.
Trees beginning 1.2 NM from DER, 409′ left of centerline, up to 150′ AGL/549′ MSL.
Trees beginning 1.5 NM from DER, 1396′ right of centerline, up to 150′ AGL/629′ MSL.
Bldgs beginning 1.7 NM from DER, 776′ left of centerline, up to 73′ AGL/393′ MSL.

Rwy 13: Bushes beginning 38′ from DER, 175′ left of centerline, up to 16′ AGL/33′ MSL.
Vehicle on road, 193′ from DER, 237′ left of centerline, up to 15′ AGL/30′ MSL.
Bush 193′ from DER, 145′ right of centerline, up to 20′ AGL/37′ MSL.
Trees beginning 346′ from DER, 17′ right of centerline, up to 150′ AGL/349′ MSL.
Bldgs beginning 504′ from DER, 243′ right of centerline, up to 86′ AGL/106′ MSL.
Trees beginning 628′ from DER, 6′ left of centerline, up to 150′ AGL/298′ MSL.
Ant. on bldg 712′ from DER, 554′ right of centerline, up to 51′ AGL/68′ MSL.
Poles beginning 880′ from DER, 13′ right of centerline, up to 136′ AGL/236′ MSL.
Spire 3467′ from DER, 1122′ left of centerline, 55′ AGL/243′ MSL.
Pole 1 NM from DER, 159′ left of centerline, up to 121′ AGL/221′ MSL.

Rwy 22: Ship 4050′ from DER, on centerline, up to 140′ MSL.

Rwy 31: Ship 1000′ from DER, on centerline, up to 140′ MSL.
Trees beginning 5037′ from DER, 15′ left of centerline, up to 92′ AGL/232′ MSL.
Trees beginning 5985′ from DER, 1419′ right of centerline, up to 108′ AGL/188′ MSL.

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5321
CH 82416	043°	TDZE	16
W04A		Apt Elev	17

RNAV (GPS) Y RWY 4

NORTH BEND/SOUTHWEST OREGON RGNL (OTH)

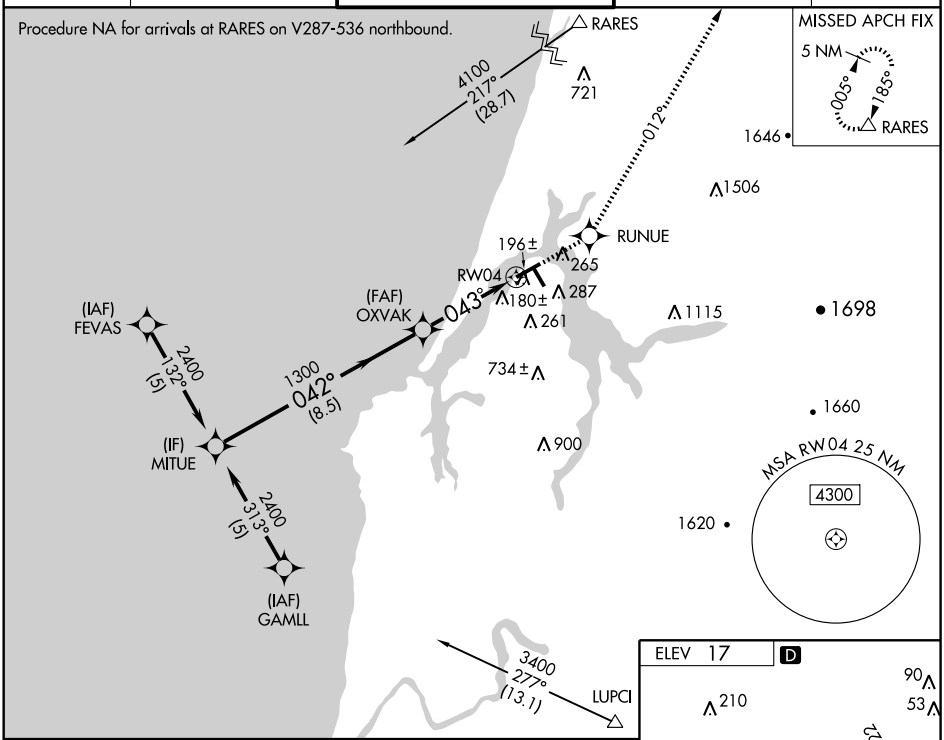
T Circling to Rwy 22 NA at night.
A For inoperative MALSR, increase LPV visibility to 1 mile, all Cats.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA.

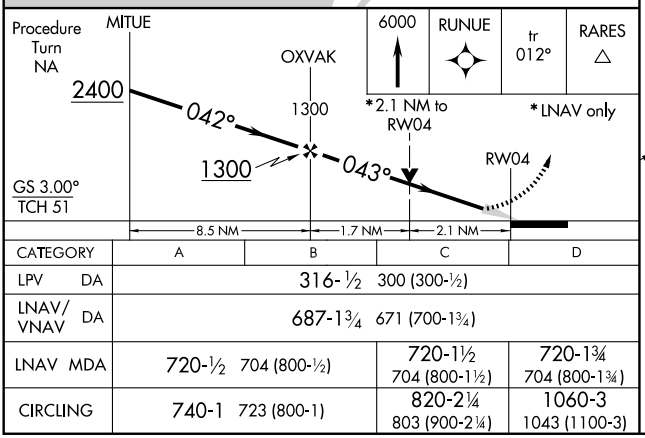
MALSR

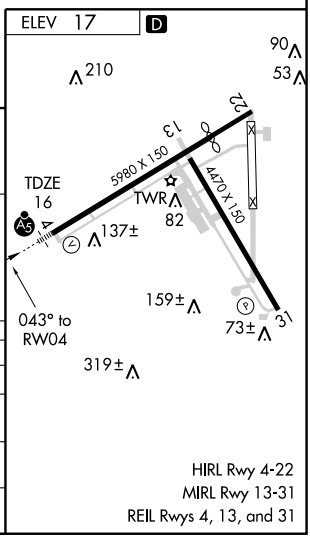
MISSED APPROACH: Climb to 6000 direct RUNUE and on track 012° to RARES and hold, continue climb-in-hold to 6000.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1

Procedure NA for arrivals at RARES on V287-536 northbound.







CATEGORY	A	B	C	D
LPV DA	316-½ 300 (300-½)			
LNAV/VNAV DA	687-1¾ 671 (700-1¾)			
LNAV MDA	720-½ 704 (800-½)		720-1½ 704 (800-1½)	720-1¾ 704 (800-1¾)
CIRCLING	740-1 723 (800-1)		820-2¼ 803 (900-2¼)	1060-3 1043 (1100-3)

HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwys 4, 13, and 31

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5321
043°	TDZE	16
	Apt Elev	17

RNAV (RNP) Z RWY 4

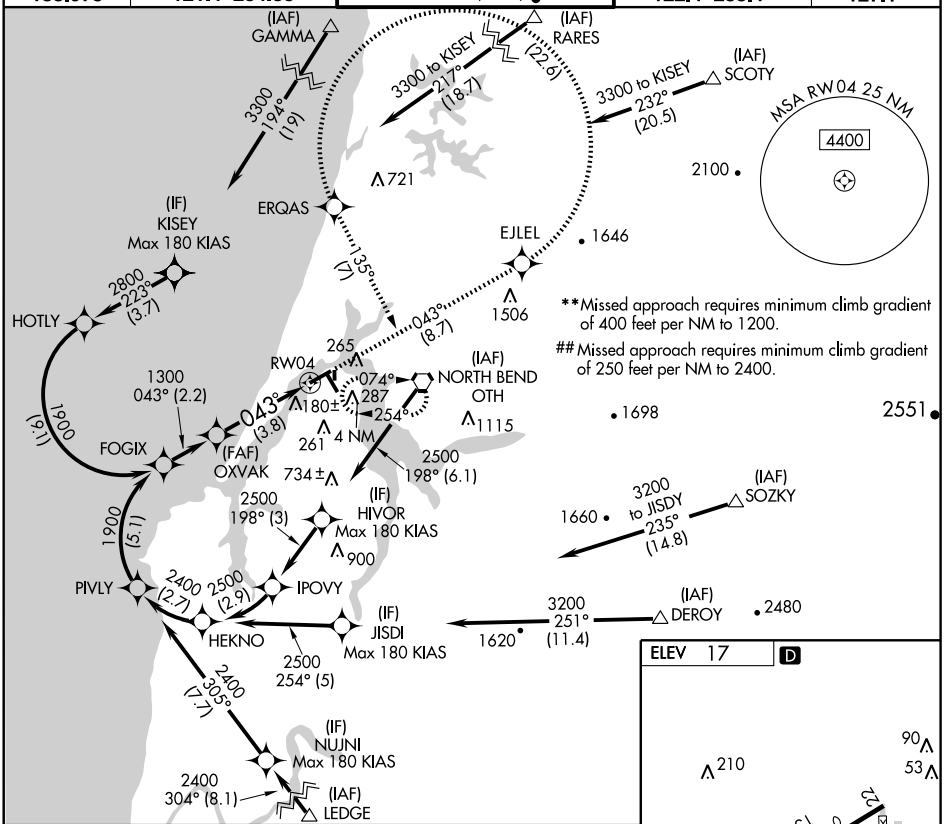
NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

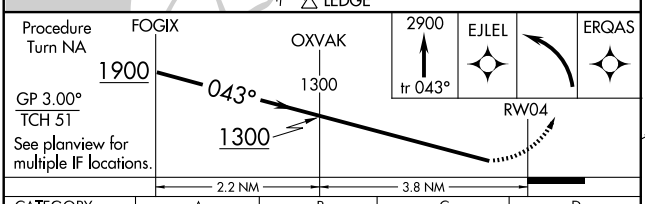
T RF and GPS required. When local altimeter not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 48°C (118°F). For inoperative MALSR increase RNP 0.11** visibility to 1 mile all Cats. Increase RNP 0.30## visibility to 1¾ miles all Cats. Increase RNP 0.30 visibility to 2 miles all Cats.

MALSR

MISSED APPROACH: Climb to 2900 on track 043° to EJLEL, and via left turn to ERQAS, and on track 135° to OTH VORTAC and hold.

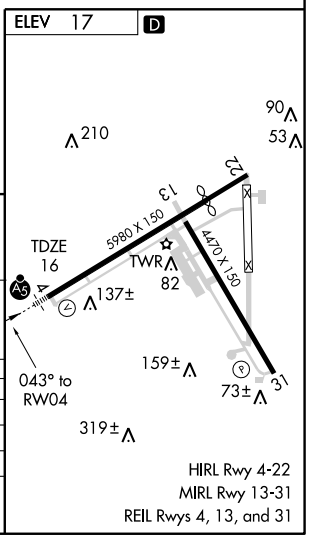
AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER *	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1





CATEGORY	A	B	C	D
RNP 0.11 DA**	279-¾ 263 (300-¾)			
RNP 0.30 DA##	486-1¼ 470 (500-1¼)			
RNP 0.30 DA	584-1½ 568 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC OTH 112.1 Chan 58	APP CRS 254°	Rwy Idg N/A TDZE N/A Apt Elev 17

VOR-A

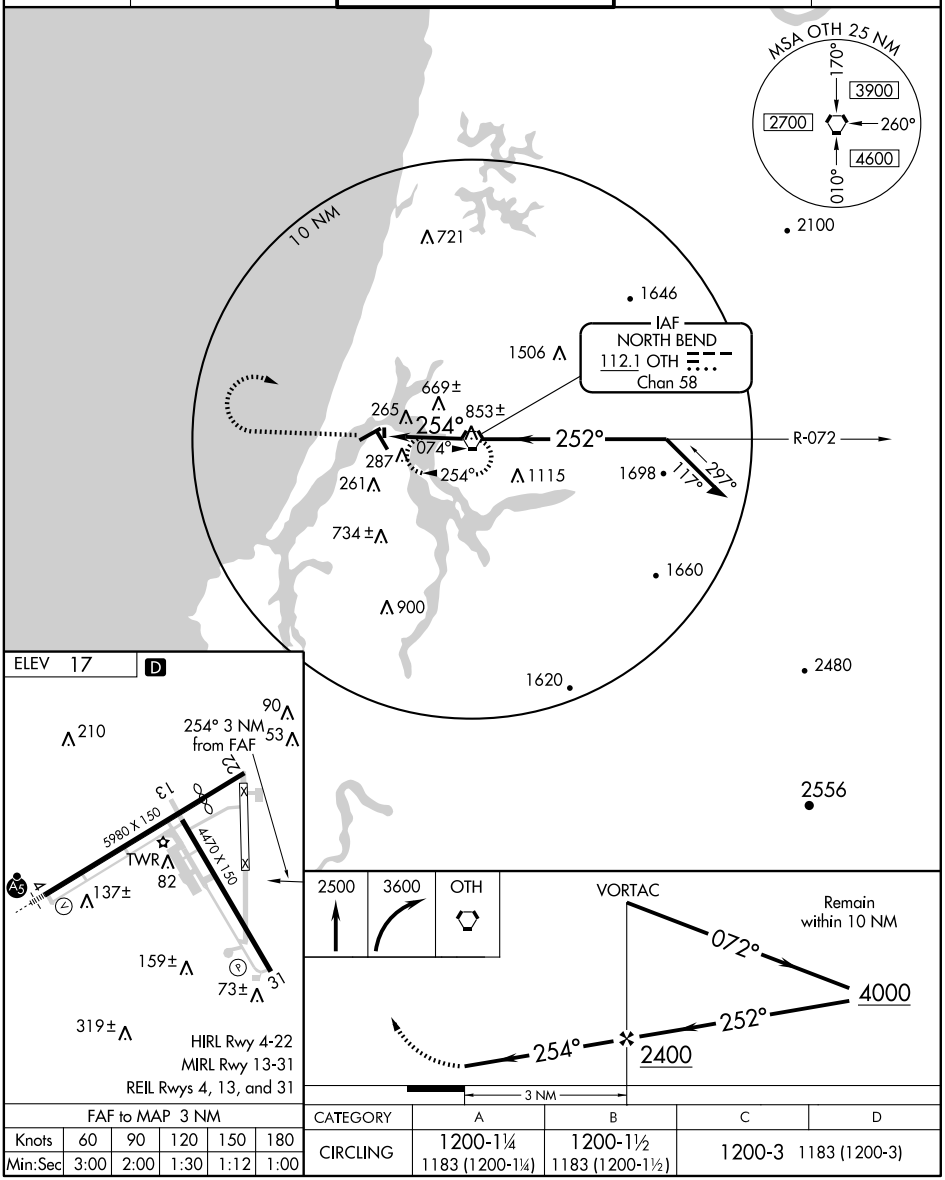
NORTH BEND/SOUTHWEST OREGON RGNL (OTH)

Circling to Rwy 22 NA at night.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3600 direct OTH VORTAC and hold.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1

NW-1, 26 AUG 2010 to 23 SEP 2010



FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

CATEGORY	A	B	C	D
CIRCLING	1200-1¼ 1183 (1200-1¼)	1200-1½ 1183 (1200-1½)	1200-3 1183 (1200-3)	

VORTAC OTH 112.1 Chan 58	APP CRS 254°	Rwy Idg N/A TDZE N/A Apt Elev 17

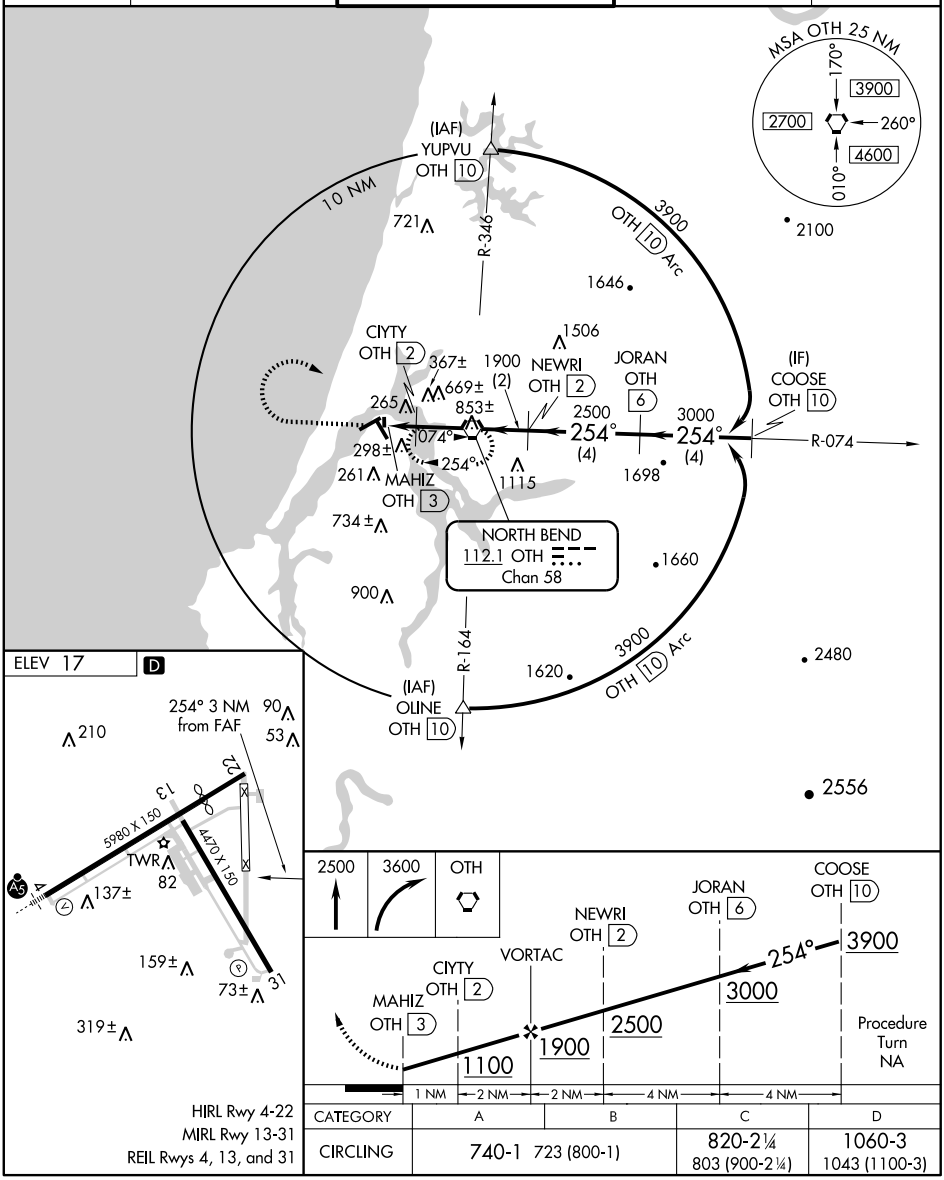
VOR/DME-B

NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

T A Circling to Rwy 22 NA at night.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3600 direct OTH VORTAC and hold.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1



HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwys 4, 13, and 31

CATEGORY	A	B	C	D
CIRCLING	740-1 723 (800-1)		820-2¼ 803 (900-2¼)	1060-3 1043 (1100-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC OTH 112.1 Chan 58	APP CRS 070°	Rwy Idg 5321 TDZE 12 Apt Elev 17

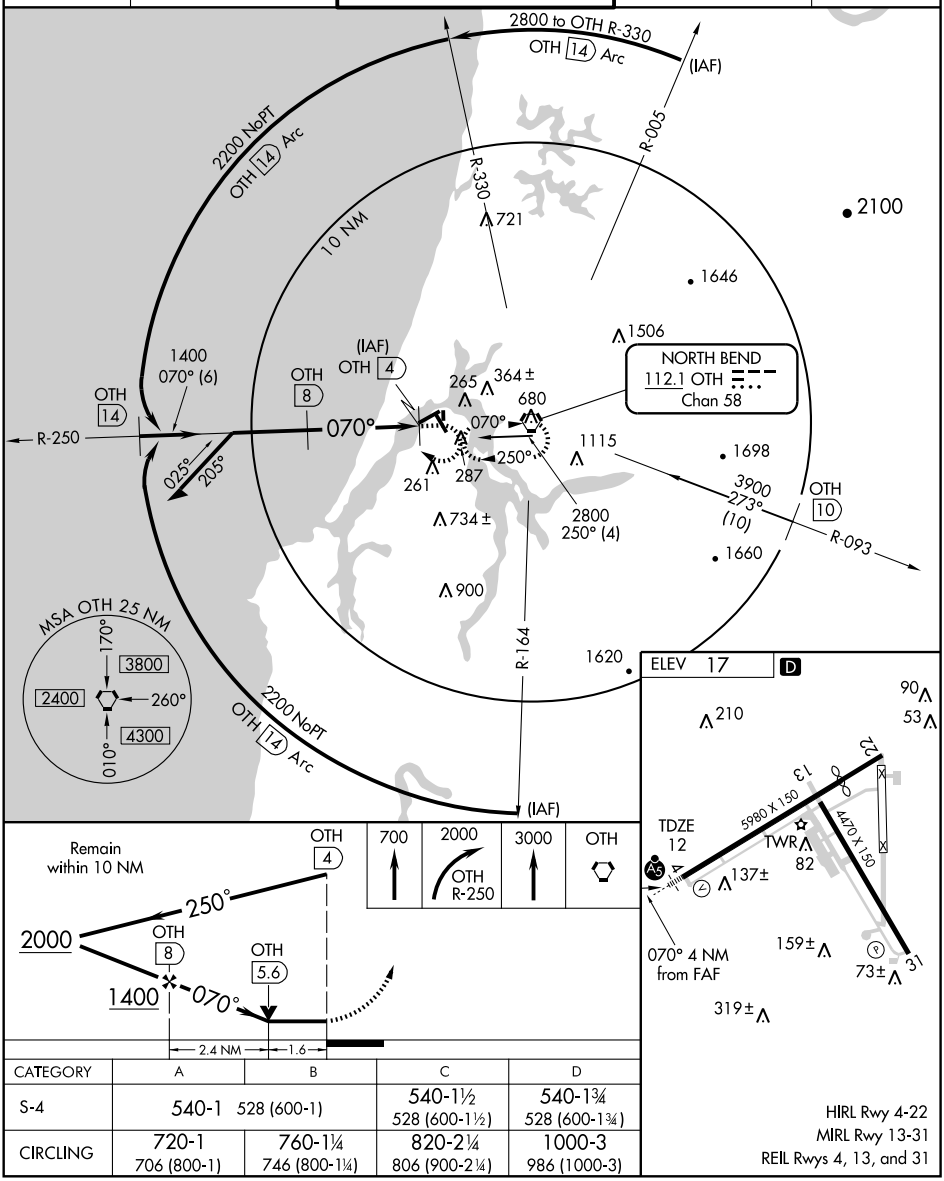
VOR/DME RWY 4

NORTH BEND/SOUTHWEST OREGON RGNL (OTH)

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via OTH R-250; then climb to 3000 direct OTH VORTAC and hold.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1

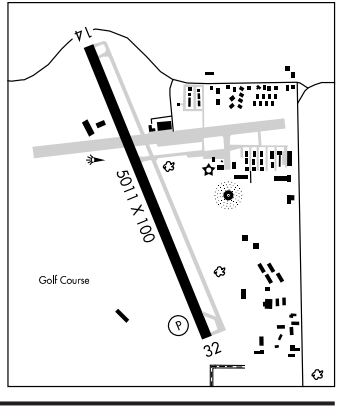


CATEGORY	A	B	C	D
S-4	540-1 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	720-1 706 (800-1)	760-1¼ 746 (800-1¼)	820-2¼ 806 (900-2¼)	1000-3 986 (1000-3)

HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwys 4, 13, and 31

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ONTARIO MUNI (ONO) 3 W UTC−7(−6DT) N44°01.16′ W117°00.78′ KLAMATH FALLS
2193 B S4 **FUEL** 100LL, JET A NOTAM FILE ONO H–1C, L–11B
RWY 14–32: H5011X100 (ASPH) S–30 D–50 MIRL IAP
RWY 14: Road.
RWY 32: REIL. PAPI(P2L). Berm.
AIRPORT REMARKS: Attended 1500–0000Z‡. Self serve card lock fuel avbl 24 hrs. Twy marked with blue reflectors. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 32—CTAF. PAPI Rwy 32 OPR continuously.
WEATHER DATA SOURCES: ASOS 135.275 (541) 889–7388.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SALT LAKE CENTER APP/DEP CON** 128.05
RCO 122.3 (MC MINNVILLE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 291° 45.3 NM to fld. 2876/17E.
NDB (MHW) 305 ONO N44°01.18′ W117°00.50′ at fld. NOTAM FILE ONO.



OWYHEE RESERVOIR STATE (28U) 25 SW UTC−8(−7DT) N43°25.49′ W117°20.73′ KLAMATH FALLS
2680 TPA—3680(1000) NOTAM FILE MMV
RWY 13–31: 1840X30 (DIRT)
AIRPORT REMARKS: Unattended. Rwy 13–31 sfc rough, loose rocks, soft when wet, subject to washouts. Owner advises ctc with State Department of Aviation 503–378–4880 prior to use. Remote airport, no ground access. Arpt in canyon, surrounded by high terrain.
COMMUNICATIONS: CTAF 122.9

PACIFIC CITY STATE (PFC) 1 S UTC−8(−7DT) N45°11.99′ W123°57.74′ SEATTLE
5 TPA—1005(1000) NOTAM FILE MMV
RWY 14–32: H1875X30 (ASPH) S–7
RWY 14: Thld dsplcd 300′. P–line. **RWY 32:** Trees.
AIRPORT REMARKS: Unattended. Rwy may be under water during winter high tides. Occasional driftwood on rwy due to flooding. Owner advises ctc with Department of Aviation 503–378–4880 prior to use. Ramp in poor condition. Rwy 14–32 NSTD basic markings, markings NSTD size/placement and rwy edge markings.
COMMUNICATIONS: CTAF 122.9

PAISLEY (22S) 3 NW UTC−8(−7DT) N42°43.08′ W120°33.77′ KLAMATH FALLS
4395 B TPA—5395(1000) NOTAM FILE MMV L–11A
RWY 13–31: H4300X60 (ASPH) LIRL
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57′ W120°30.43′ 331° 13.7 NM to fld. 7460/19E. **HIWAS.**

PENDLETON N45°41.91′ W118°56.32′ NOTAM FILE PDT. SEATTLE
(H) VORTACW 114.7 PDT Chan 94 073° 4.1 NM to Eastern Oregon Rgnl at Pendleton. H–1B, L–13A
1559/20E. **HIWAS.**
RCO 122.2 (MC MINNVILLE RADIO)

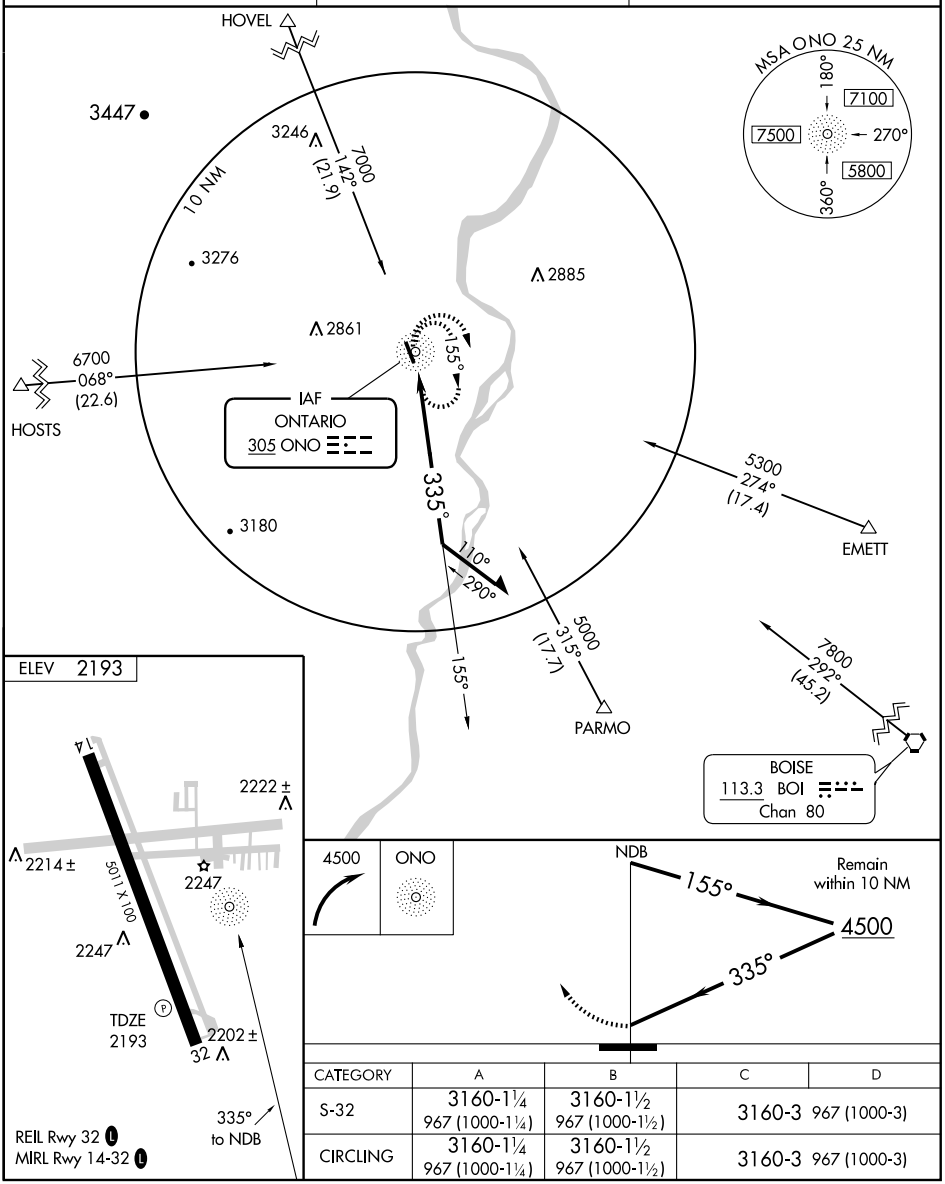
NDB ONO 305	APP CRS 335°	Rwy Idg 5011 TDZE 2193 Apt Elev 2193

NDB RWY 32
ONTARIO MUNI (ONO)

NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Caldwell altimeter setting and increase MDA 100 feet.

MISSED APPROACH: Climbing right turn to 4500 in ONO NDB holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.275	128.05 387.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-32	3160-1¼ 967 (1000-1¼)	3160-1½ 967 (1000-1½)	3160-3 967 (1000-3)	
CIRCLING	3160-1¼ 967 (1000-1¼)	3160-1½ 967 (1000-1½)	3160-3 967 (1000-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5011
CH 78207	142°	TDZE	2193
W14A		Apt Elev	2193

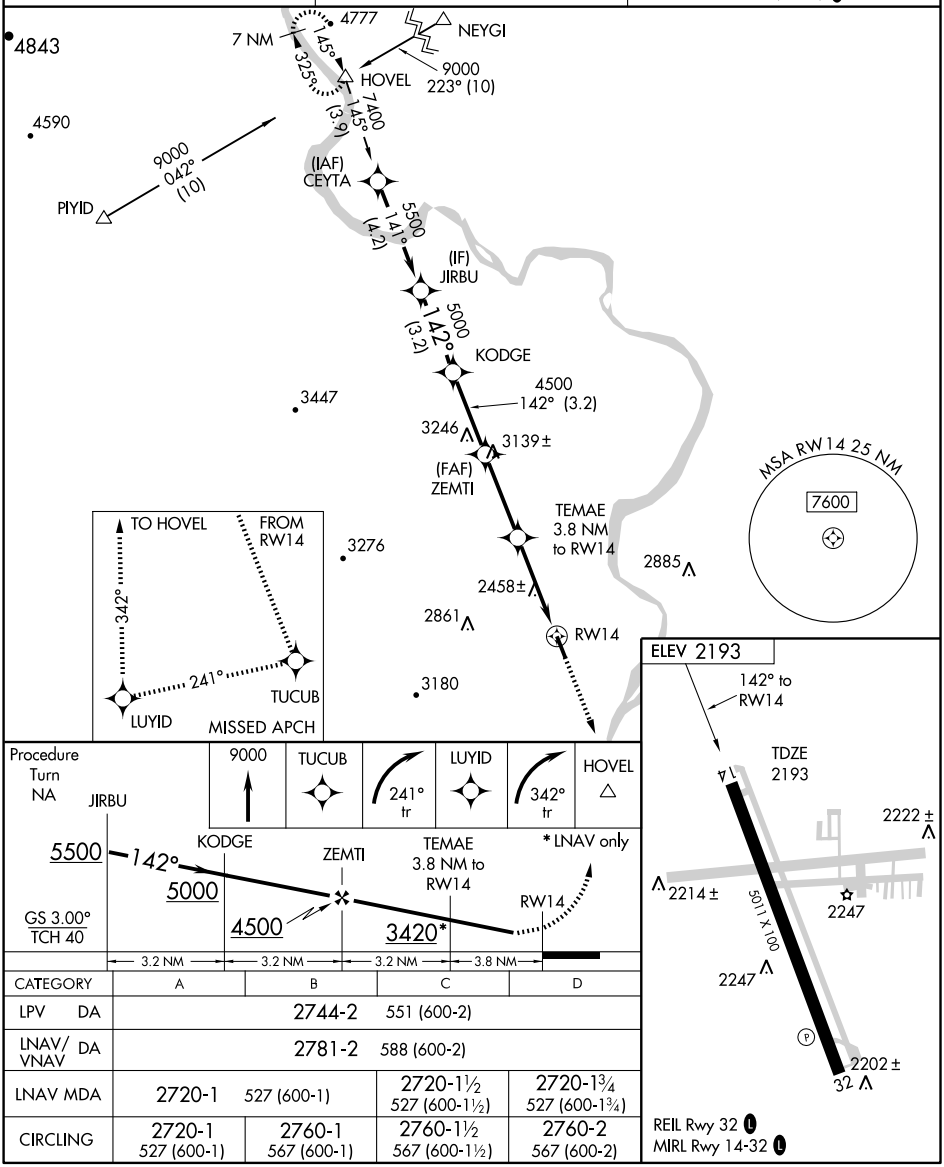
RNAV (GPS) RWY 14

ONTARIO MUNI (ONO)

Baro-VNAV NA when using Caldwell altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Caldwell altimeter setting and increase DA/MDA 100 feet, and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 9000 direct TUCUB and right turn via 241° track to LUYID and right turn via 342° track to HOVEL and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.275	128.05 387.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2744-2 551 (600-2)			
LNAV/VNAV DA	2781-2 588 (600-2)			
LNAV MDA	2720-1 527 (600-1)		2720-1½ 527 (600-1½)	2720-1¾ 527 (600-1¾)
CIRCLING	2720-1 527 (600-1)	2760-1 567 (600-1)	2760-1½ 567 (600-1½)	2760-2 567 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

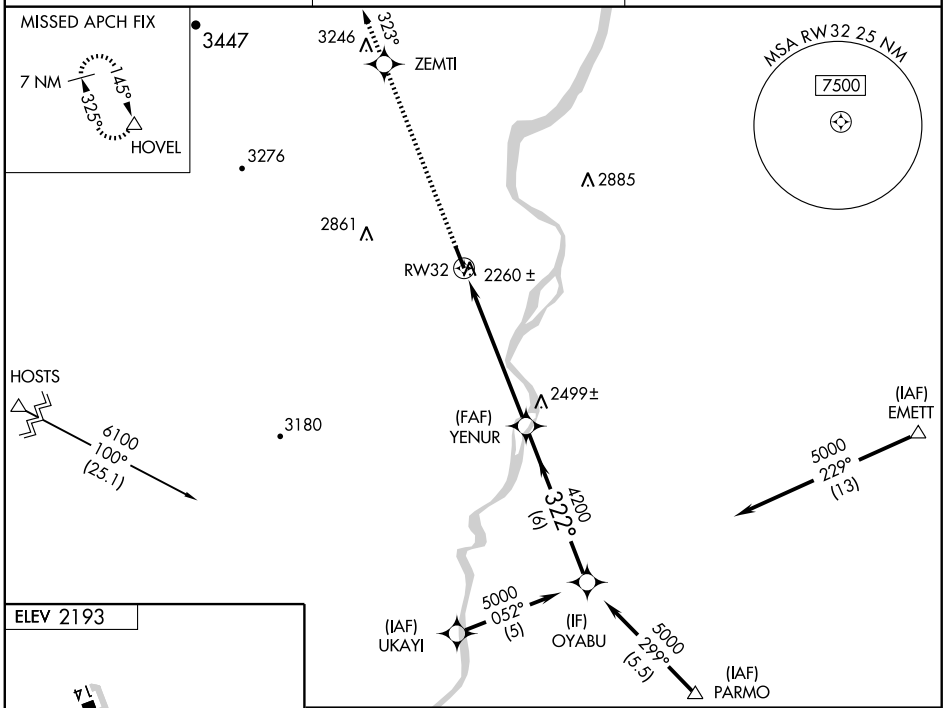
WAAS	APP CRS	Rwy Idg	5011
CH 87007	322°	TDZE	2193
W32A		Apt Elev	2193

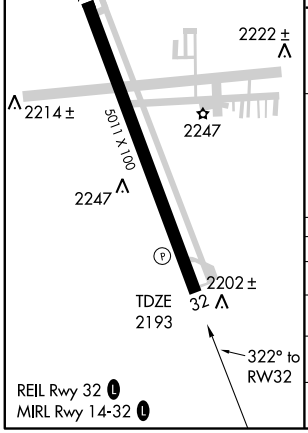
RNAV (GPS) RWY 32
ONTARIO MUNI (ONO)

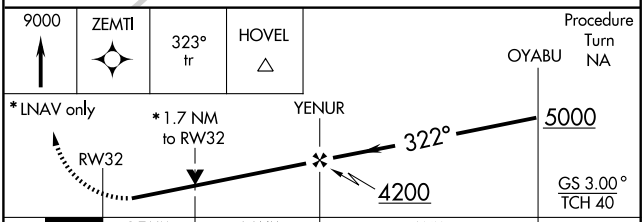
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). Baro-VNAV and VDP NA when using Caldwell altimeter setting. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Caldwell altimeter setting and increase DA/MDA 100 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 9000 direct ZEMTI and via 323° track to HOVEL and hold, continue climb-in-hold to 9000.

ASOS	SALT LAKE CENTER	UNICOM
135.275	128.05 387.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2443-1		250 (300-1)	
LNAV/VNAV DA	2510-1¼		317 (400-1¼)	
LNAV MDA	2760-1	567 (600-1)	2760-1½ 567 (600-1½)	2760-1¾ 567 (600-1¾)
CIRCLING	2760-1	567 (600-1)	2760-1½ 567 (600-1½)	2760-2 567 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

AL-316 (FAA)

PENDLETON, OREGON

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

PENDLETON, OREGON

PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

AIRPORT DIAGRAM

PENDLETON

EASTERN OREGON RGNL AT PENDLETON (PDT) 3 NW UTC−8(−7DT) N45°41.70′ W118°50.49′ SEATTLE

1497 B S4 **FUEL** 100LL, JET A1 +, MOGAS Class IV, ARFF Index A NOTAM FILE PDT **H–1B, L–13A**

RWY 07–25: H6301X150 (ASPH–PFC) S–115, D–132, 2S–167, 2D–210 HIRL **IAP, AD**

RWY 07: ODALS. VASI(V4R)—GA 3.0° TCH 47′. Ground.

RWY 25: MALSR. PAPI(V4L)—GA 3.0° TCH 55′.

RWY 11–29: H5581X100 (ASPH–GRVD) S–70, D–120, 2S–152, 2D–122 MIRL

RWY 11: REIL. PAPI(V4L)—GA 3.0° TCH 47′. Ground.

RWY 29: REIL. PAPI(V4L)–GA 3.0° TCH 35′. Thld dsplcd 456′.

RWY 16–34: H4341X60 (ASPH) S–20 0.8% up SE

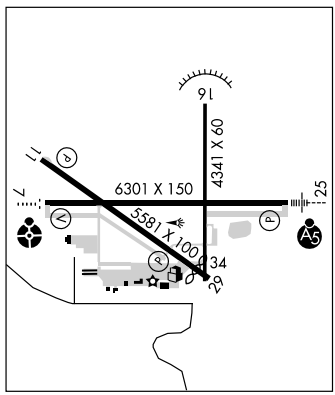
RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–5581 TODA–5581 ASDA–5581 LDA–5581

RWY 16: TORA–4341 TODA–4341 ASDA–4341 LDA–4341

RWY 29: TORA–5581 TODA–5581 ASDA–5581 LDA–5125

RWY 34: TORA–4341 TODA–4341 ASDA–4341 LDA–4341



AIRPORT REMARKS: Attended 1400–0400Z‡. Services available from FBO between 0400–1400Z‡ by phone call 541–276–3313/3373. Self fuel avbl 24 hrs. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR 24 hrs call 541–276–4411. Deer on and invof arpt Apr and Aug especially mornings and evenings. Twy B clsd south of Twy A. Pilots shall exercise extreme caution at intersection of ramp and Rwy 29 north end of terminal building area obstructed from view of tower by terminal building. ACTIVATE MALSR Rwy 25, ODALS Rwy 07, HIRL Rwy 07–25, MIRL Rwy 11–29, REIL Rwy 11 and Rwy 29, when twr clsd—CTAF. Rwy 25 touchdown runway visual range avbl.

WEATHER DATA SOURCES: ASOS 118.325 (541) 278–2329. **HIWAS** 114.7 PDT.

COMMUNICATIONS: CTAF 119.7 **UNICOM** 122.95

PENDLETON RCO 122.2 (MC MINNVILLE RADIO)

Ⓡ **CHINOOK APP/DEP CON** 133.15 (1400–0600Z‡).

Ⓡ **SEATTLE CENTER APP/DEP CON** 132.6 (0600–1400Z‡)

PENDLETON TOWER 119.7 (1400–0400Z‡). **GND CON** 121.9

AIRSPACE: CLASS D svc 1400–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.

PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 073° 4.1 NM to fld. 1559/20E. **HIWAS.**

ILS 110.3 I–PDT Rwy 25. Class IE. LOC and GS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at tower.

PINEHURST STATE (24S) 1 SW UTC−8(−7DT) N42°06.61′ W122°22.99′ KLAMATH FALLS

3638 TPA—4638(1000) NOTAM FILE MMV Not insp.

RWY 04–22: H2800X30 (ASPH)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Unattended. Irregular winter maintenance. Arpt may be clsd by snow. Rwy 04–22 70′ trees along both sides of rwy 125′ from centerline. Rwy 22 slopes up to the SW, with abrupt 4% rise on SW half of rwy. Owner advises contact Oregon Dept. of Aviation 503–378–4880 prior to use.

COMMUNICATIONS: CTAF 122.9

PORTLAND N45°41.92′ W122°55.52′ SEATTLE

RCO 122.6 (MC MINNVILLE RADIO) **L–1C**

PORTLAND

PORTLAND DOWNTOWN HELIPORT (61J) 00 N UTC−8(−7DT) N45°31.52′ W122°40.26′ SEATTLE

78 B NOTAM FILE MMV

HELIPAD H1: H80X80 (CONC) S–25

HELIPORT REMARKS: Unattended. +199′ radio twr (lgtd) 4950′ E of heliport in flight apch and tkf 025°. Helipad H1 yellow perimeter lgts, blue centerline twy lgts to helipads. Helipad H1 single heliport with 4 flight apchs 162°/220°/248°/295°/ and tkf directions 342°/040°/068°/115°. Arrow lgts for flight apch 220°/248°/295° and tkf 040°/068°/115°. Landing fee.

COMMUNICATIONS: CTAF/UNICOM 123.075

LOC I-PDT	APP CRS	Rwy Idg	6301
110.3	254°	TDZE	1487
		Apt Elev	1497

ILS or LOC/DME RWY 25

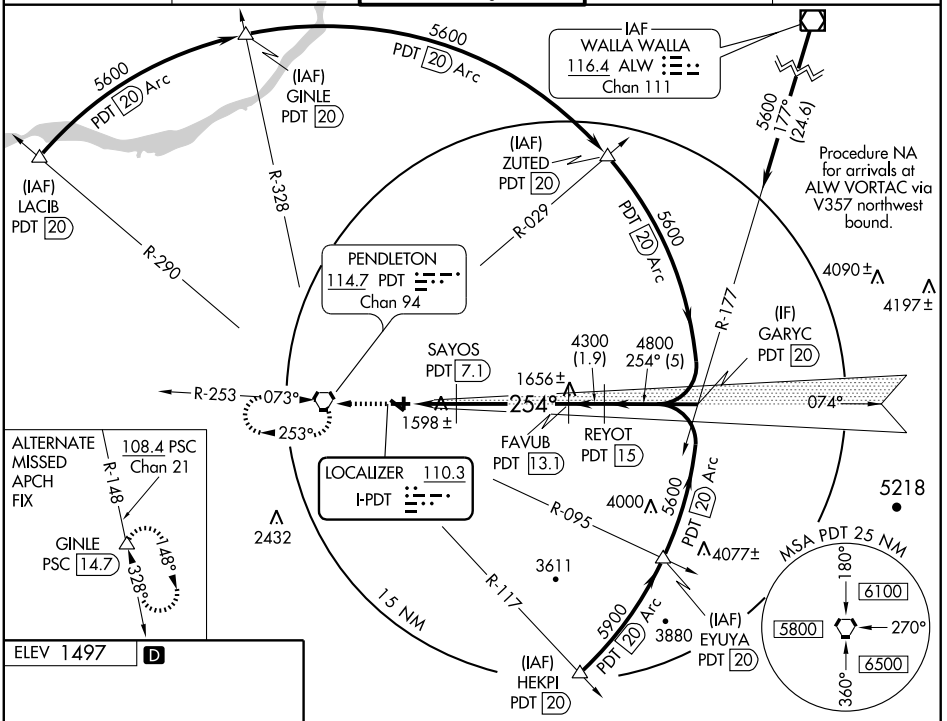
PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

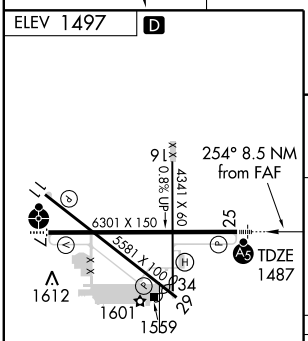
DME from PDT VORTAC. Simultaneous reception of I-PDT and PDT VORTAC DME required.
When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet, and S-LOC 25 Cat C/D visibility ¼ mile.
For inoperative MALSR when using Walla Walla altimeter setting increase S-ILS 25 visibility all Cats to 1 mile.
** RVR 1800 authorized with the use of FD or AP or HUD to DA, NA when using Walla Walla altimeter seting.

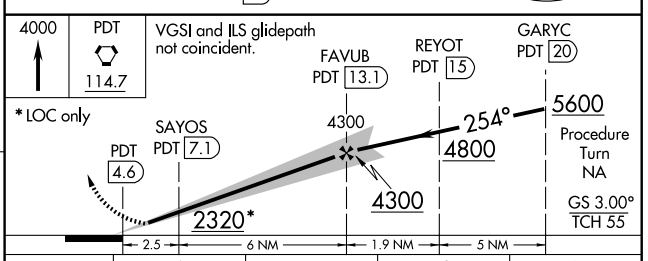
MALSR

MISSED APPROACH: Climb to 4000 direct PDT VORTAC and hold, continue climb-in-hold to 4000.

ASOS	CHINOOK APP CON ★	PENDLETON TOWER ★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-ILS 25	**1687/24 200 (200-½)			
S-LOC 25	1860/24 373 (400-½)			1860/40 373 (400-¾)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6301
CH 73012	074°	TDZE	1486
W07A		Apt Elev	1497

RNAV (GPS) RWY 7

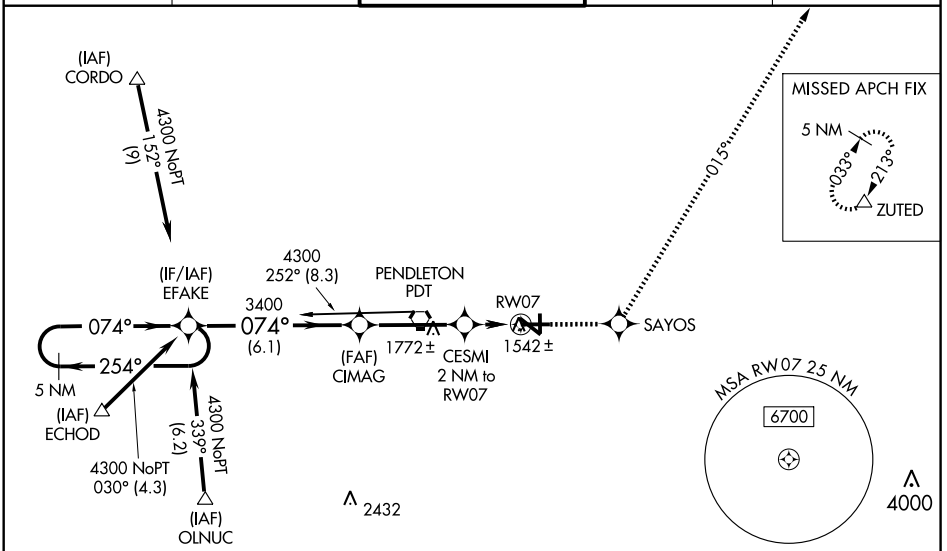
PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

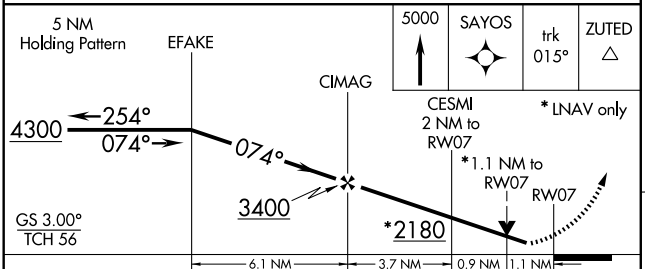
Inoperative table does not apply to LNAV/VNAV all Cats.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Walla Walla altimeter setting.
When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet, and all visibilities ¾ mile.
Inoperative table does not apply.

ODALS

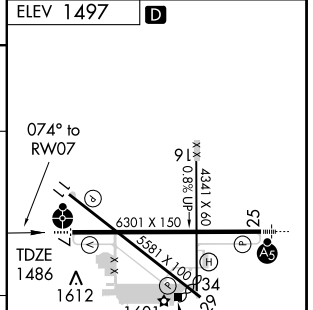
MISSED APPROACH: Climb to 5000 direct SAYOS and via track 015° to ZUTED and hold.

ASOS	CHINOOK APP CON ★	PENDLETON TOWER ★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95





CATEGORY	A	B	C	D
LPV DA	1736-¾ 250 (300-¾)			
LNAV/VNAV DA	1834-1¼ 348 (400-1¼)			
LNAV MDA	1880-¾ 394 (400-¾)			1880-1¼ 394 (400-1¼)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 7-25 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5581
CH 82712	112°	TDZE	1487
W11A		Apt Elev	1497

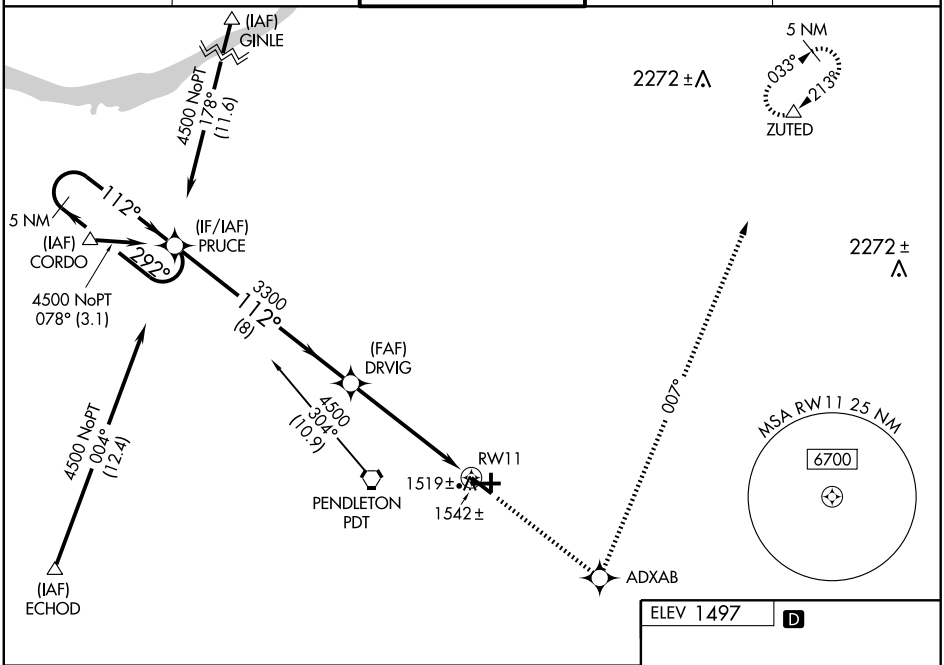
RNAV (GPS) RWY 11

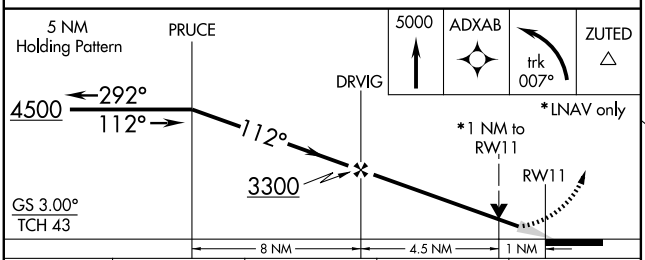
PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Walla Walla altimeter setting: increase all DA/MDA 120 feet and visibility LPV all Cats ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cats C and D ¼ mile and Circling Cat D ¼ mile.
VDP and Baro-VNAV NA when using Walla Walla altimeter setting.

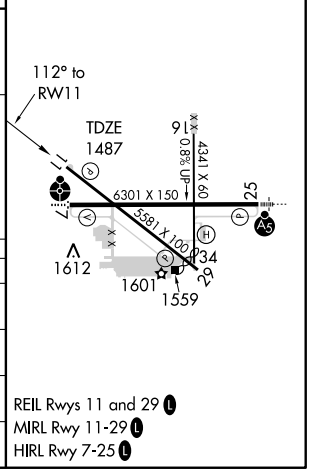
MISSED APPROACH: Climb to 5000 direct ADXAB and left turn via track 007° to ZUTED and hold.

ASOS	CHINOOK APP CON ★	PENDLETON TOWER ★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95





CATEGORY	A	B	C	D
LPV DA	1737-1 250 (300-1)			
LNAV/VNAV DA	1850-1¼ 363 (400-1¼)			
LNAV MDA	1860-1 373 (400-1)			1860-1¼ 373 (400-1¼)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 7-25 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6301
CH 78412	254°	TDZE	1487
W25A		Apt Elev	1497

RNAV (GPS) RWY 25

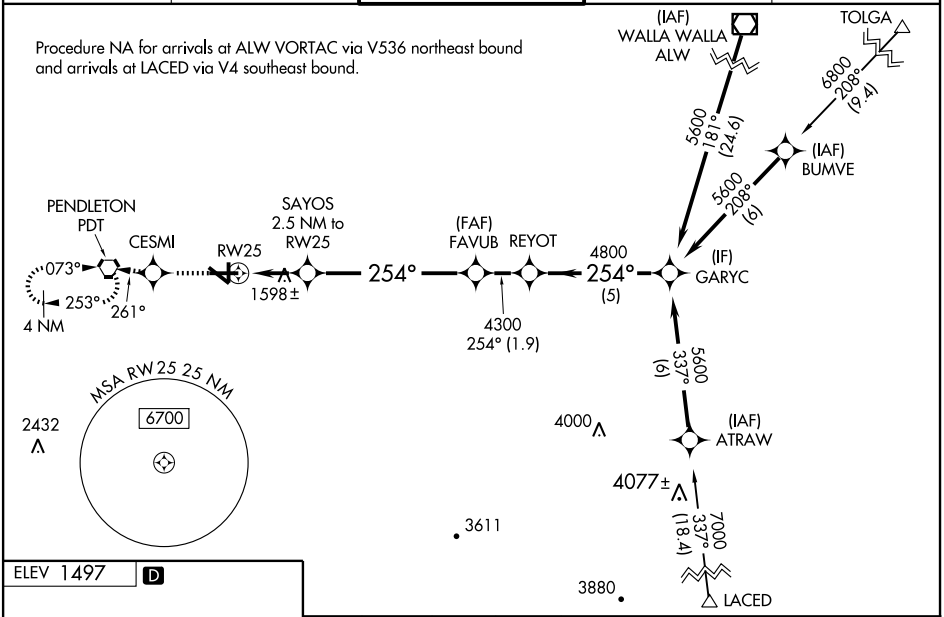
PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet, and all visibilities 1 mile; inoperative table does not apply.
VDP and Baro-VNAV NA when using Walla Walla altimeter setting.

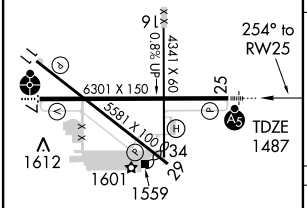
MALSR

MISSED APPROACH: Climb to 4000 direct CESMI and via track 261° to PDT VORTAC and hold, continue climb-in-hold to 4000.

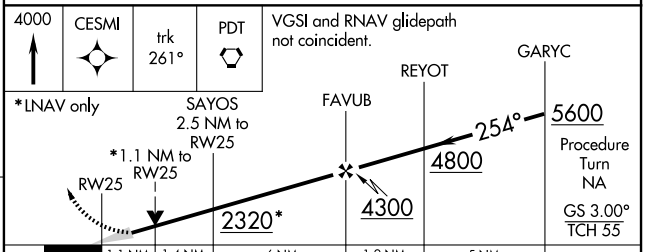
ASOS	CHINOOK APP CON★	PENDLETON TOWER★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95



ELEV 1497 D



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 7-25 L



CATEGORY	A	B	C	D
LPV DA	1687/24 200 (200-½)			
LNAV/VNAV DA	1800/24 313 (400-½)			1800/40 313 (400-¾)
LNAV MDA	1860/24 373 (400-½)			1860/50 373 (400-1)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5125
CH 42513	292°	TDZE	1497
W29A		Apt Elev	1497

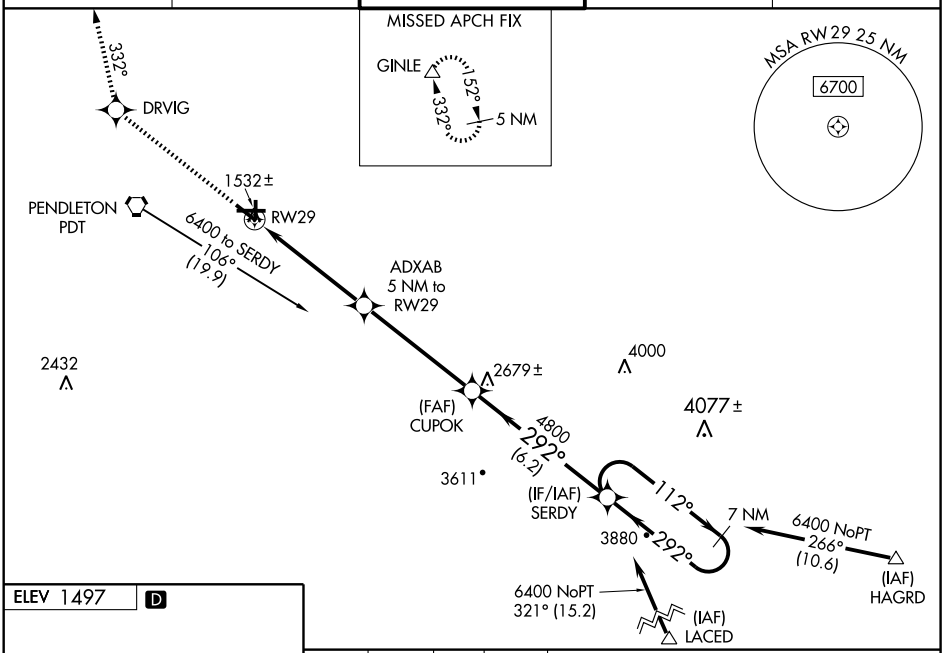
RNAV (GPS) RWY 29

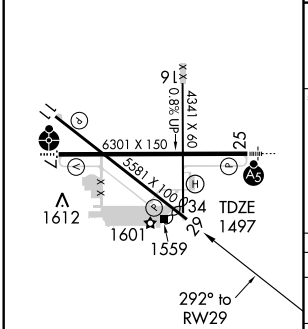
PENDLETON/EASTERN OREGON RGNL AT PENDLETON (PDT)

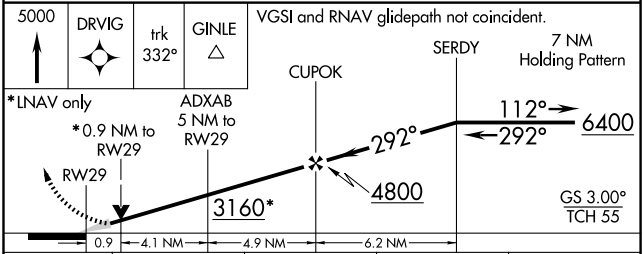
▼ Inoperative table does not apply.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Walla Walla altimeter setting: increase all DA/MDA 120 feet and visibility LPV all Cats ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cats C and D ¼ mile and Circling Cat D ¼ mile.
VDP and Baro-VNAV NA when using Walla Walla altimeter setting.

MISSED APPROACH: Climb to 5000 direct DRVIG and via track 332° to GINLE and hold.

ASOS	CHINOOK APP CON★	PENDLETON TOWER★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
LPV DA	1747-1 250 (300-1)			
LNAV/VNAV DA	1801-1 304 (400-1)			
LNAV MDA	1860-1 363 (400-1)			1860-1¼ 363 (400-1¼)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 7-25 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC PDT	APP CRS	Rwy Idg	6301
114.7	073°	TDZE	1486
Chan 94		Apt Elev	1497

VOR RWY 7

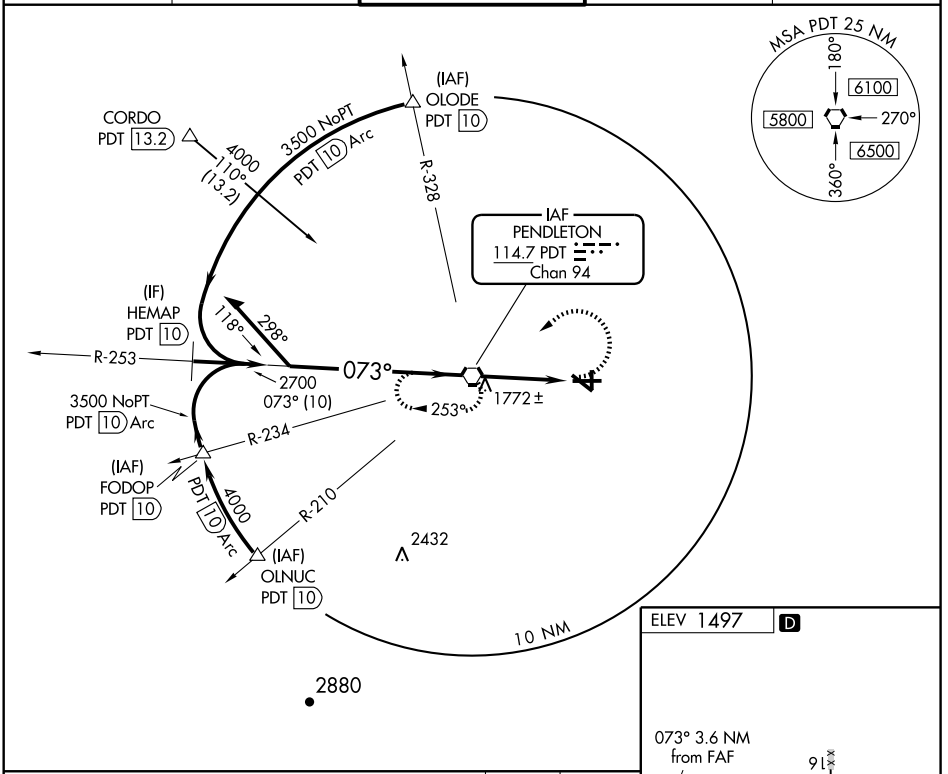
PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

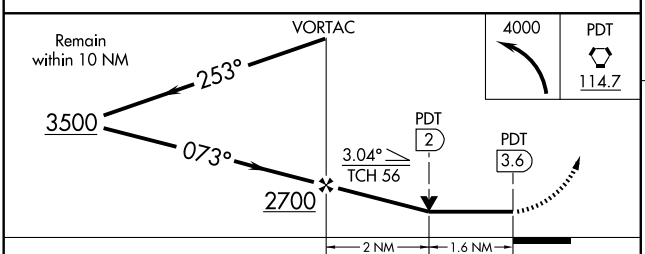
T Inoperative table does not apply to S-7 Cat C.
A Visibility reduction by helicopters NA.
When local altimeter setting not received, use Walla Walla altimeter setting and increase all MDA 120 feet, and all visibilities ½ mile.
Inoperative table does not apply when using Walla Walla altimeter setting.
VDP NA when using Walla Walla altimeter setting.

ODALS

MISSED APPROACH: Climbing left turn to 4000 direct PDT VORTAC and hold, continue climb-in-hold to 4000.

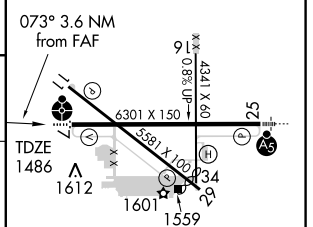
ASOS	CHINOOK APP CON ★	PENDLETON TOWER ★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95





CATEGORY	A	B	C	D
S-7	2040-¾	554 (600-¾)	2040-1½ 554 (600-1½)	2040-1¾ 554 (600-1¾)
CIRCLING	2040-1	543 (600-1)	2040-1½ 543 (600-1½)	2060-2 563 (600-2)

ELEV 1497 D



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 7-25 L

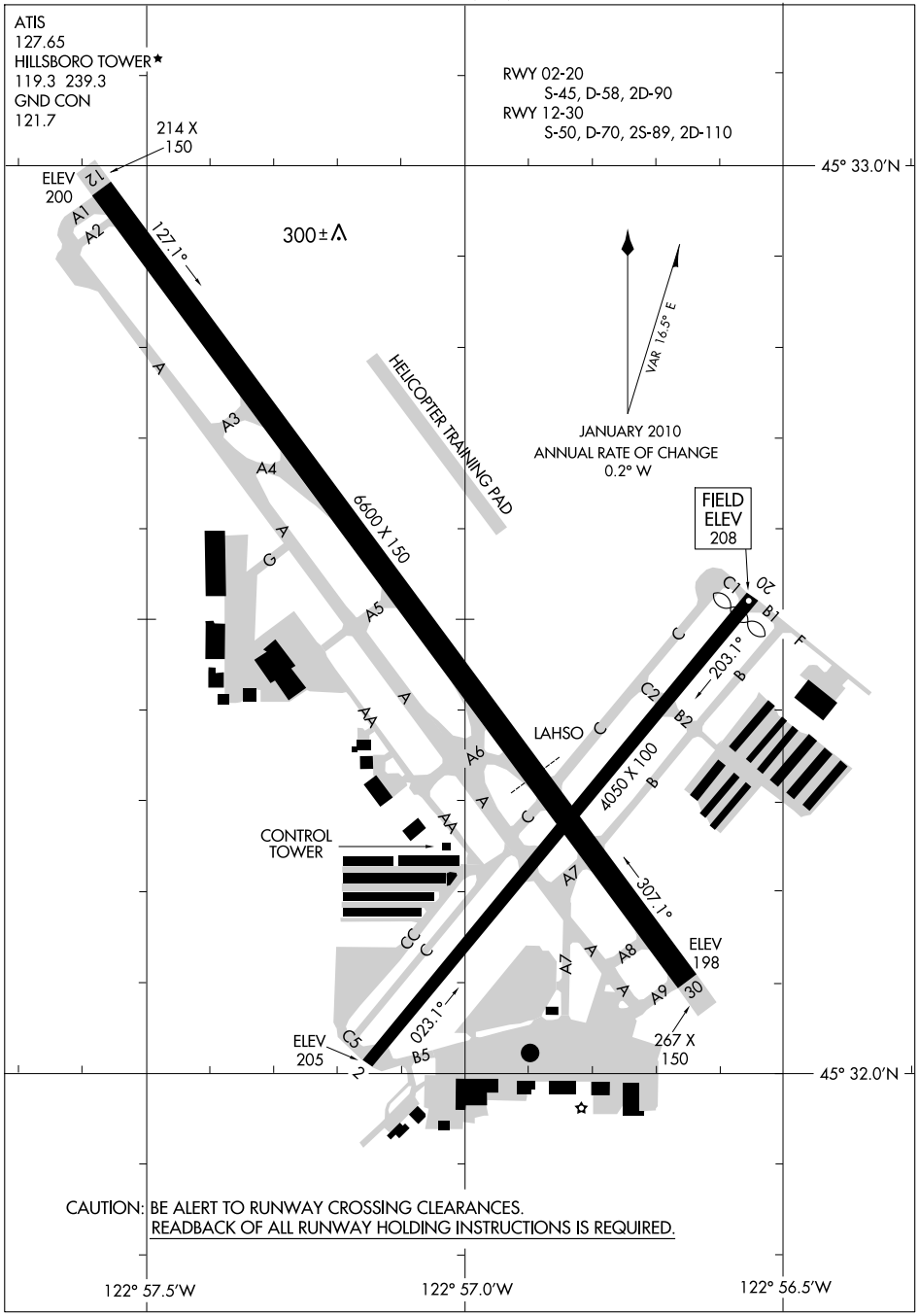
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

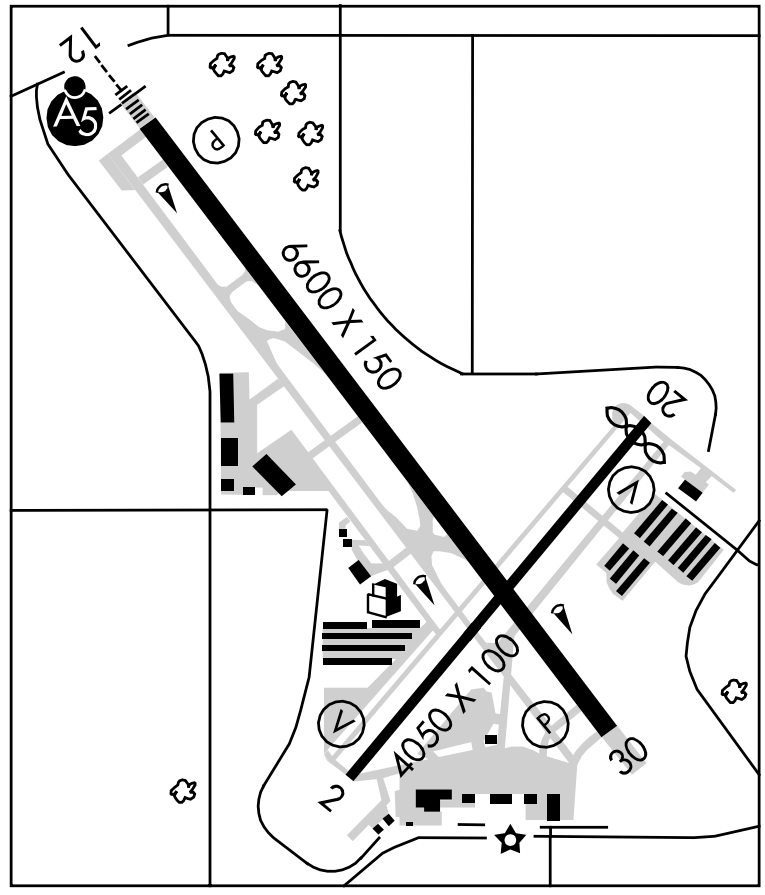
AL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON



NW-1, 26 AUG 2010 to 23 SEP 2010

PORTLAND–HILLSBORO (HIO) 15 SW UTC−8(−7DT) N45°32.44′ W122°57.01′ **SEATTLE**
208 B S4 **FUEL** 100LL, JET A OX 1, 2, 4 TPA—1208 (1000) LRA NOTAM FILE HIO **H–1B, L–1C**
RWY 12–30: H6600X150 (ASPH) S–50, D–70, 2S–89, 2D–110 HIRL **IAP, AD**
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees. Rgt tfc.
RWY 02–20: H4050X100 (ASPH) S–45, D–58, 2D–90 MIRL
RWY 02: VASI(V4L)—GA 3.0° TCH 50′. Tree. Rgt tfc.
RWY 20: VASI(V4L)—GA 3.0° TCH 50′. Thld dsplcd 172′. Fence.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 12	02–20	4922

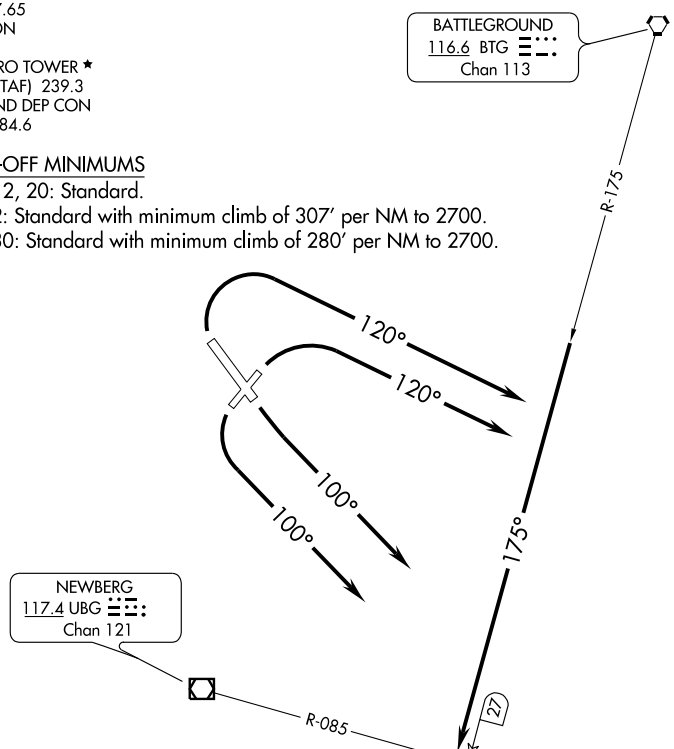
AIRPORT REMARKS: Attended 1400–0600Z‡. Rwy 02–20 CLOSED to touch and go landings between 0600–1400Z‡. Be alert for bird activity in vicinity Nov to May. Noise abatement procedures in effect call 503–693–1963 or 503–460–4068. Rwy 12 run–up area not visible from twr. Rwy 12 touchdown rwy visual range avbl. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. When twr clsd ACTIVATE MALSR Rwy 12—CTAF. Flight Notification Service (ADCUS) avbl, 2 hour advance notice required Mon–Sat 0100–1400Z‡ and 24 hrs Sun and holidays. Ldg fee.

WEATHER DATA SOURCES: ASOS (503) 640–2984.
COMMUNICATIONS: CTAF 119.3 **ATIS** 127.65. **UNICOM** 122.95
Ⓡ **APP/DEP CON** 126.0
HILLSBORO TOWER 119.3 (1400–0600Z‡). **GND CON** 121.7
AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 345° 11.3 NM to fld. 1440/21E. **HIWAS.**
BANKS NDB (MHW) 356 PND N45°37.82′ W123°02.75′ 122° 6.7 NM to fld. NOTAM FILE HIO.
ILS 110.7 I–HIO Rwy 12. Class IE. ILS unmonitored when ATCT closed. Localizer unusable byd 27° each side of course.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

CANBY EIGHT DEPARTURE

SL-5063 (FAA)

ATIS 127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 284.6



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 12, 20: Standard.
Rwy 2: Standard with minimum climb of 307′ per NM to 2700.
Rwy 30: Standard with minimum climb of 280′ per NM to 2700.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Vehicle on road 247′ from DER, 1′ right of centerline, up to 15′ AGL/220′ MSL.
Terrain left and right of centerline beginning at DER up to 302′ MSL.
Rwy 12: Terrain left and right of centerline beginning at DER up to 296′ MSL.
Trees 1836′ from DER, 8′ left centerline, up to 125′ AGL/331′ MSL.
Rwy 20: Terrain left and right of centerline beginning at DER up to 306′ MSL.
Trees and hangars beginning 60′ from DER, 32′ left of centerline, up to 93′ AGL/311′ MSL.
Trees, antennas and buildings beginning 564′ from DER, 411′ right of centerline, up to 74′ AGL/280′ MSL.
Rwy 30: Terrain left and right of centerline beginning at DER up to 292′ MSL.
Trees beginning 1664′ from DER, 626′ right of centerline up to 194′ AGL/363′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 30: Climbing right turn heading 120°, thence . . . .

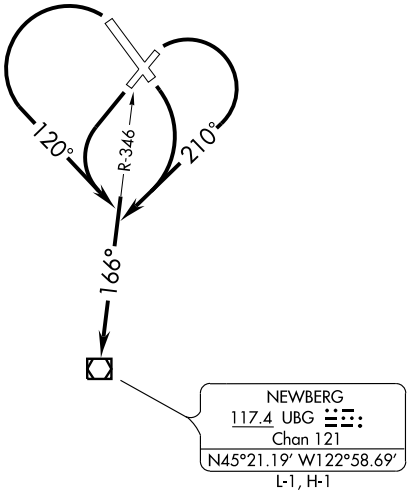
TAKE-OFF RUNWAYS 12, 20: Climbing left turn heading 100°, thence . . . .

. . . . Intercept and proceed via BTG R-175 to CANBY INT. Thence via assigned route.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

FARMINGTON FIVE DEPARTURE

ATIS 127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 284.6



TAKE-OFF MINIMUMS

Rwy 12, 20: Standard.
Rwy 2: Standard with minimum climb of 307' per NM to 2700.
Rwy 30: Standard with minimum climb of 235' per NM to 2700.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL.
Terrain left and right of centerline beginning at DER up to 302' MSL.
Rwy 12: Terrain left and right of centerline beginning at DER up to 296' MSL.
Trees 1836' from DER, 8' left centerline, up to 125' AGL/331' MSL.
Rwy 20: Terrain left and right of centerline beginning at DER up to 306' MSL.
Trees and hangars beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL.
Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL.
Rwy 30: Terrain left and right of centerline beginning at DER up to 292' MSL.
Trees beginning 1664' from DER, 626' right of centerline up to 194' AGL/363' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 12: Turn right heading 210°, thence . . . .

TAKE-OFF RUNWAYS 20, 30: Turn left heading 120°, thence . . . .

. . . . Intercept and proceed via UBG R-346 to UBG VOR/DME. Thence via (assigned route).

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

NW-1, 26 AUG 2010 to 23 SEP 2010

PORTLAND APP CON
124.35 299.2
PORTLAND INTL ATIS
128.35 269.9
PORTLAND-HILLSBORO ATIS
127.65

SEATTLE
116.8 SEA
Chan 115
N47°26.12'-W122°18.58'
L-1, H-1

10000
*9700
161°
(71)

R-360

HELNS
N46°15.42'
W122°18.58'

33

10000
180°
(11)

KRATR
N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .
PROP/TURBOPROP: Cross at and maintain 10,000'.
TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less.

BATTLE GROUND
116.6 BTG
Chan 113
N45°44.87'-W122°35.49'

7000
(22)

R-360

280°

110°

PORTLAND INTL

PORTLAND-HILLSBORO

PORTLAND-TROUTDALE

AURORA STATE

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....
.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....
LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.
LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

HELNS FOUR ARRIVAL

PORTLAND, OREGON

(HELNS.HELNS4) 03135

LOC I-HIO	APP CRS	Rwy Idg	6600
110.7	128°	TDZE	203
		Apt Elev	208

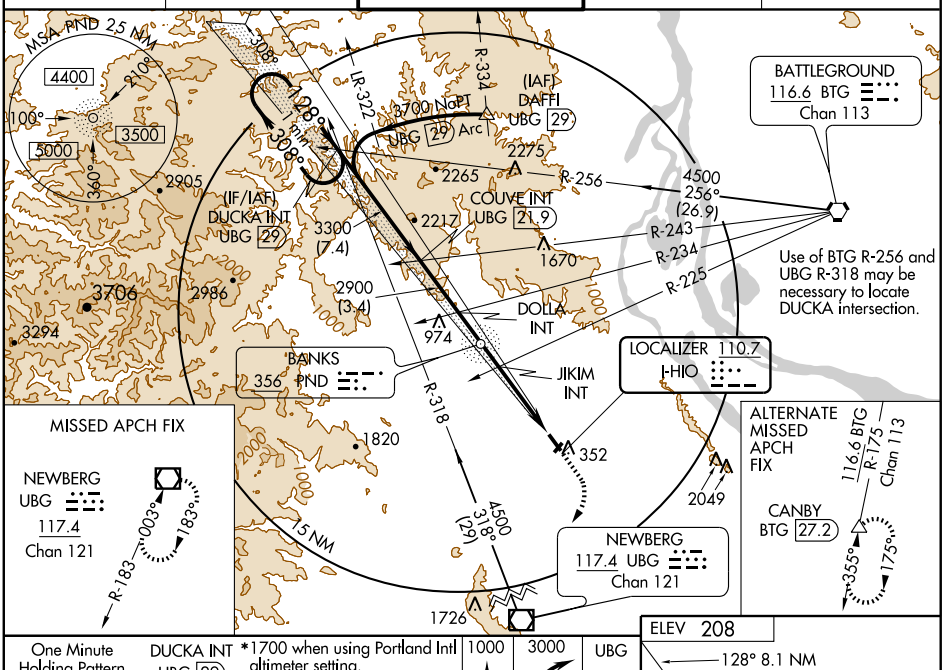
ILS or LOC RWY 12
PORTLAND-HILLSBORO (HIO)

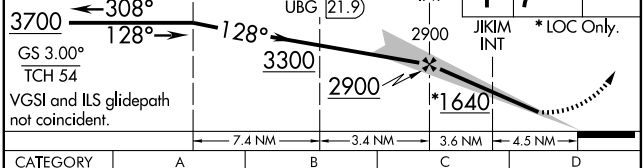
T A Inoperative table does not apply to S-LOC 12 Cats A and B. For inoperative MALSR when using Portland Intl altimeter setting, increase S-ILS 12 all Cats visibility to RVR 5000, inoperative table does not apply to S-LOC 12 Cats A and B. When local altimeter setting not received, use Portland Intl altimeter setting and increase all DA and MDA 60 feet, increase JIKIM fix minimums S-LOC 12 Cats C and D visibility ¼mile.

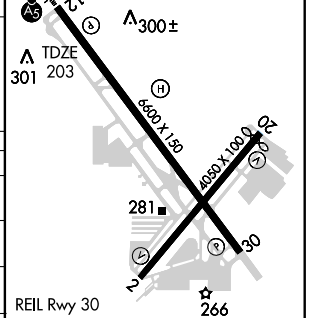
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct UBG VOR/DME and hold.

ATIS	PORTLAND APP CON	HILLSBORO TOWER*	GND CON	UNICOM
127.65	126.0 284.6	119.3 (CTAF) L 239.3	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 12	403/24 200 (200-½)			
S-LOC 12	1640/60 1437 (1500-1¼)	1640-1½ 1437 (1500-1½)	1640-2½ 1437 (1500-2½)	
CIRCLING	1640-1¼ 1432 (1500-1¼)	1640-1½ 1432 (1500-1½)	1640-3 1432 (1500-3)	
JIKIM FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 12	680/24 477 (500-½)		680/40 477 (500-¾)	680/50 477 (500-1)
CIRCLING	680-1 472 (500-1)		680-1½ 472 (500-1½)	760-2 552 (600-2)

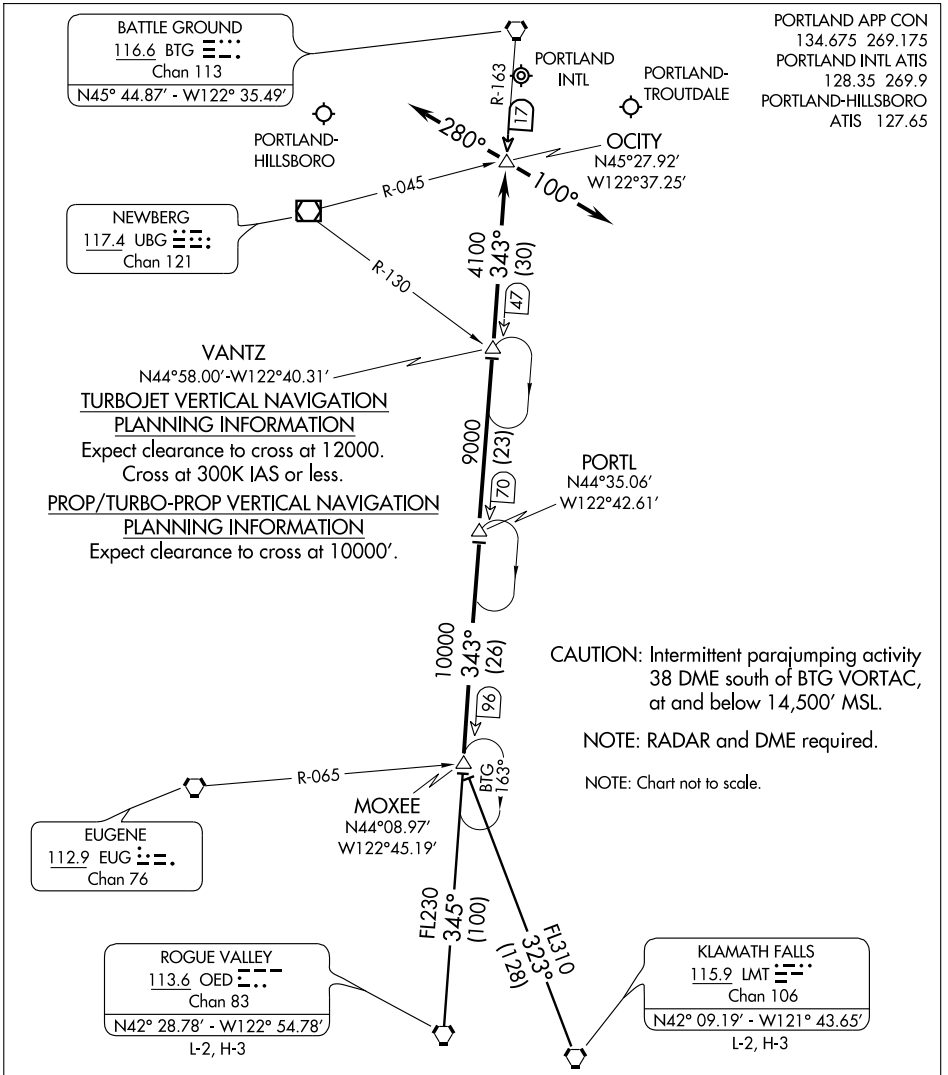
FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MOXEE SIX ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON



KLAMATH FALLS TRANSITION (LMT.MOXEE6): From over LMT VORTAC via LMT R-323 to MOXEE INT. Thence . . . .

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence . . . .

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

Landing East - Depart OCITY INT heading 280° for vectors to final approach course.

Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

PORTLAND, OREGON

(MOXEE.MOXEE6) 07298

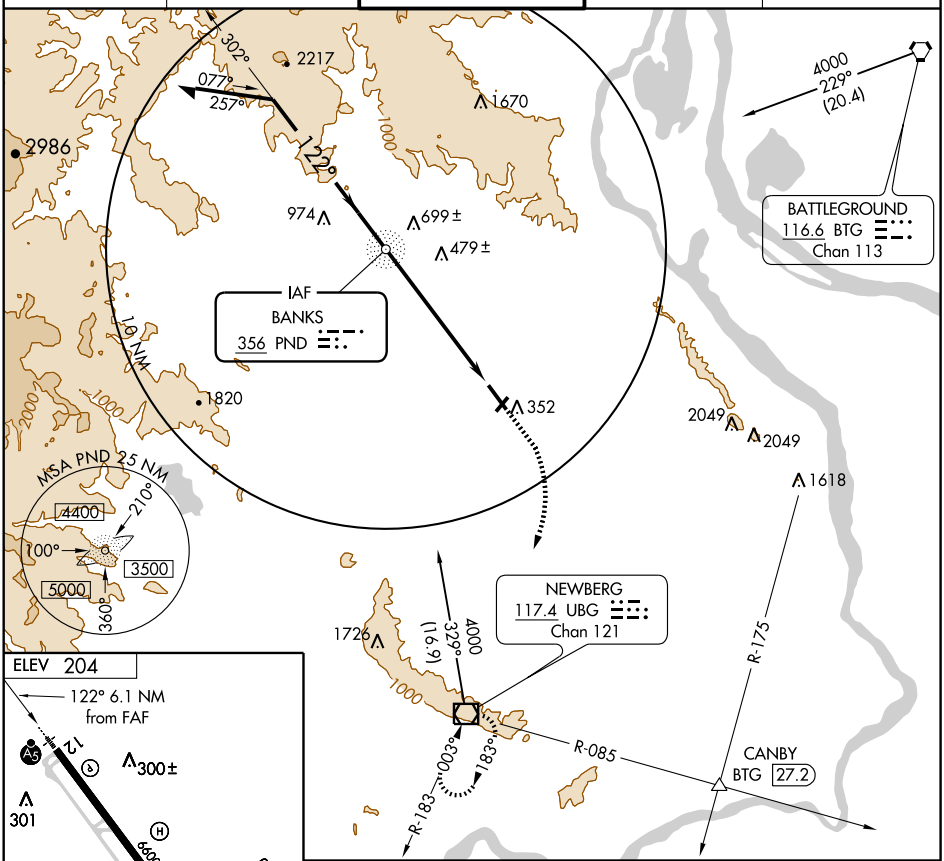
NW-1, 26 AUG 2010 to 23 SEP 2010

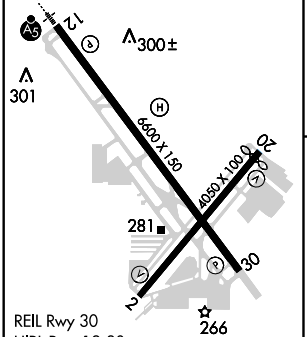
PND NDB	APP CRS	Rwy Idg	N/A
356	122°	TDZE	N/A
		Apt Elev	204

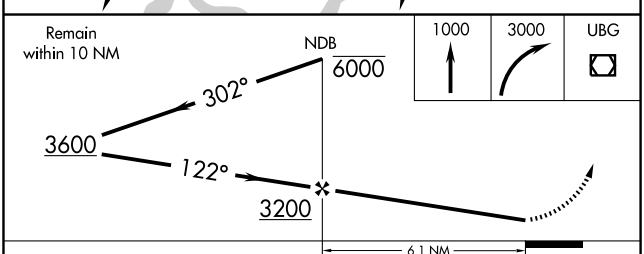
NDB-B
PORTLAND-HILLSBORO (HIO)

MISSED APPROACH: Climb to 1000, then climbing right turn to 3000 direct UBG VOR/DME and hold.

ATIS	PORTLAND APP CON	HILLSBORO TOWER★	GND CON	UNICOM
127.65	126.0 284.6	119.3 (CTAF) L 239.3	121.7	122.95







FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
CIRCLING	900-1 696 (700-1)		900-2 696 (700-2)	960-2½ 756 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6600
CH 69502	127°	TDZE	203
W12A		Apt Elev	208

RNAV (GPS) RWY 12

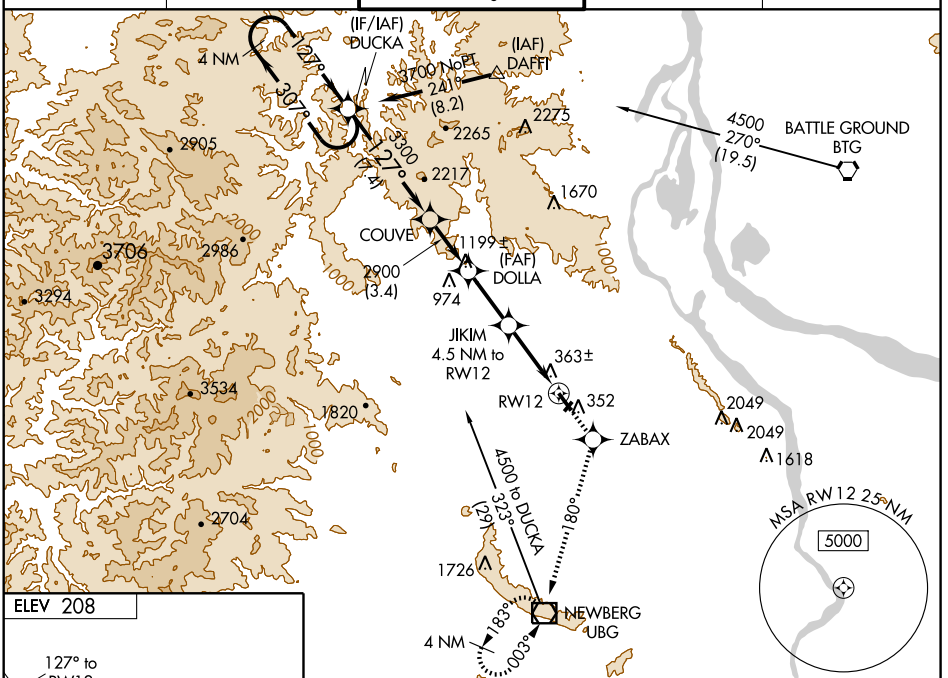
PORTLAND-HILLSBORO (HIO)

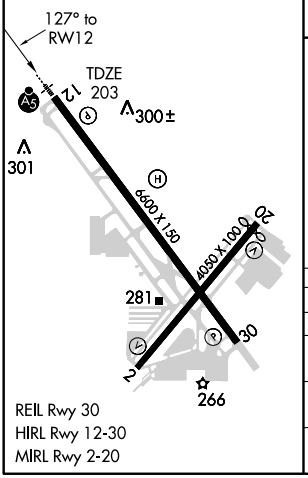
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Portland Intl altimeter setting and increase all DA and MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. For inoperative MALSR when using Portland Intl altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV all Cats visibility and LNAV Cat D visibility to RVR 6000. VDP and Baro-VNAV NA when using Portland Intl altimeter setting.

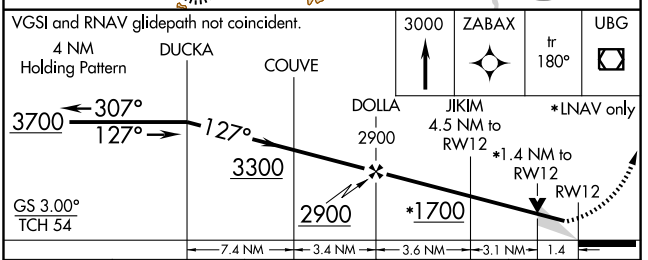
MALSR

MISSED APPROACH: Climb to 3000 direct ZABAX and on track 180° to UBG VOR/DME and hold.

ATIS	PORTLAND APP CON	HILLSBORO TOWER★	GND CON	UNICOM
127.65	126.0 284.6	119.3 (CTAF) L 239.3	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	403/24 200 (200-½)			
LNAV/VNAV DA	650/50 447 (500-1)			
LNAV MDA	680/24 477 (500-½)		680/40 477 (500-¾)	680/50 477 (500-1)
CIRCLING	680-1 472 (500-1)		680-1½ 472 (500-1½)	760-2 552 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6600
CH 69417	308°	TDZE	204
W30A		Apt Elev	208

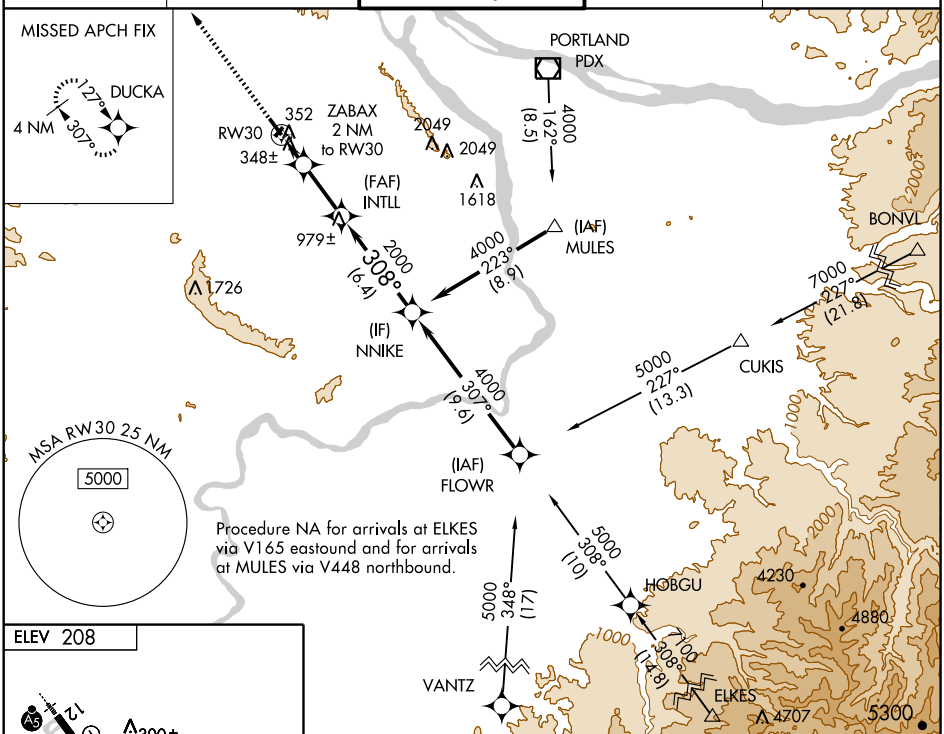
RNAV (GPS) RWY 30

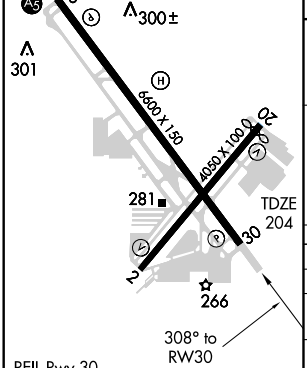
PORTLAND-HILLSBORO (HIO)

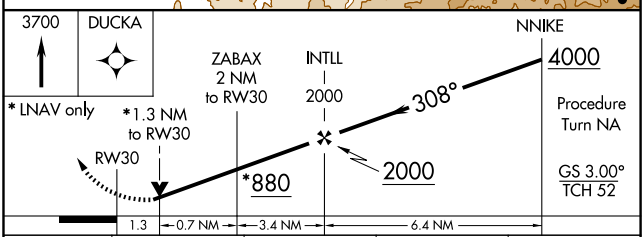
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Portland Intl altimeter setting. When local altimeter setting not received, use Portland Intl altimeter setting and increase all DA and MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct DUCKA and hold.

ATIS	PORTLAND APP CON	HILLSBORO TOWER★	GND CON	UNICOM
127.65	126.0 284.6	119.3 (CTAF) 239.3	121.7	122.95





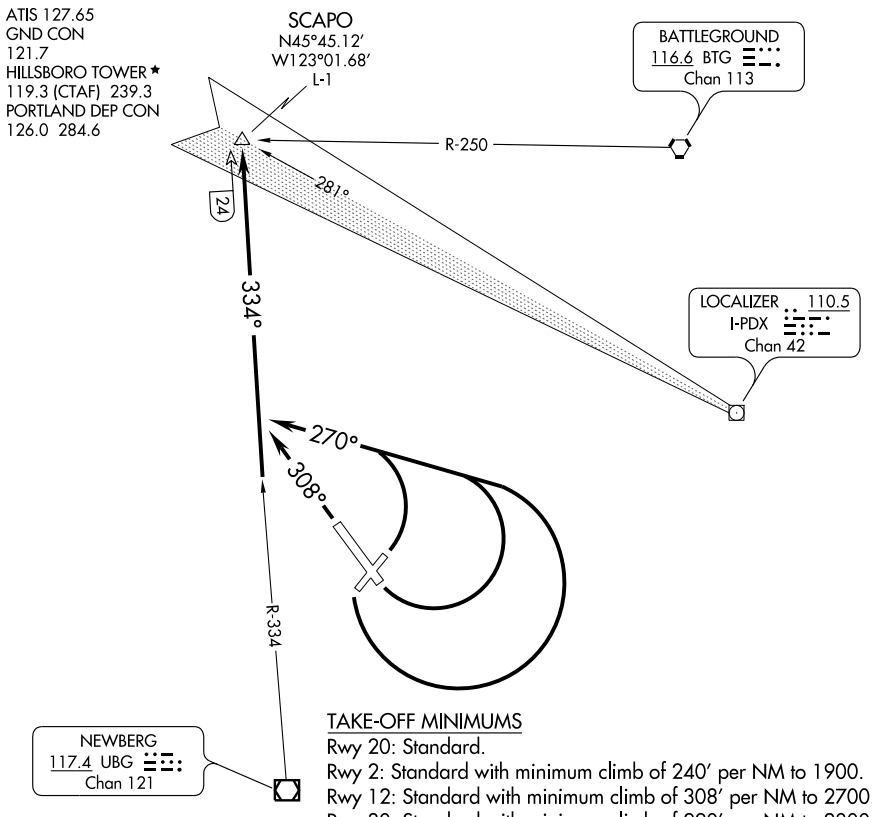


CATEGORY	A	B	C	D
LPV DA	589-1¼ 385 (400-1¼)			
LNAV/VNAV DA	657-1½ 453 (500-1½)			
LNAV MDA	660-1 456 (500-1)		660-1¼ 456 (500-1¼)	660-1½ 456 (500-1½)
CIRCLING	680-1 472 (500-1)		680-1½ 472 (500-1½)	760-2 552 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SCAPO FIVE DEPARTURE

SL-5063 (FAA)



TAKE-OFF MINIMUMS

Rwy 20: Standard.
Rwy 2: Standard with minimum climb of 240' per NM to 1900.
Rwy 12: Standard with minimum climb of 308' per NM to 2700.
Rwy 30: Standard with minimum climb of 220' per NM to 2800.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL.
Terrain left and right of centerline beginning at DER up to 302' MSL.
Rwy 12: Terrain left and right of centerline beginning at DER up to 296' MSL.
Trees 1836' from DER, 8' left centerline, up to 125' AGL/331' MSL.
Rwy 20: Terrain left and right of centerline beginning at DER up to 306' MSL.
Trees and hangars beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL.
Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL.
Rwy 30: Terrain left and right of centerline beginning at DER up to 292' MSL.
Trees beginning 1664' from DER, 626' right of centerline up to 194' AGL/363' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 12, 20: Climbing left turn heading 270°, thence . . . .

TAKE-OFF RUNWAY 30: Climb heading 308°, thence . . . .

. . . . Intercept and proceed via UBG VOR/DME R-334 to SCAPO INT/UBG 24 DME, thence via (assigned route).

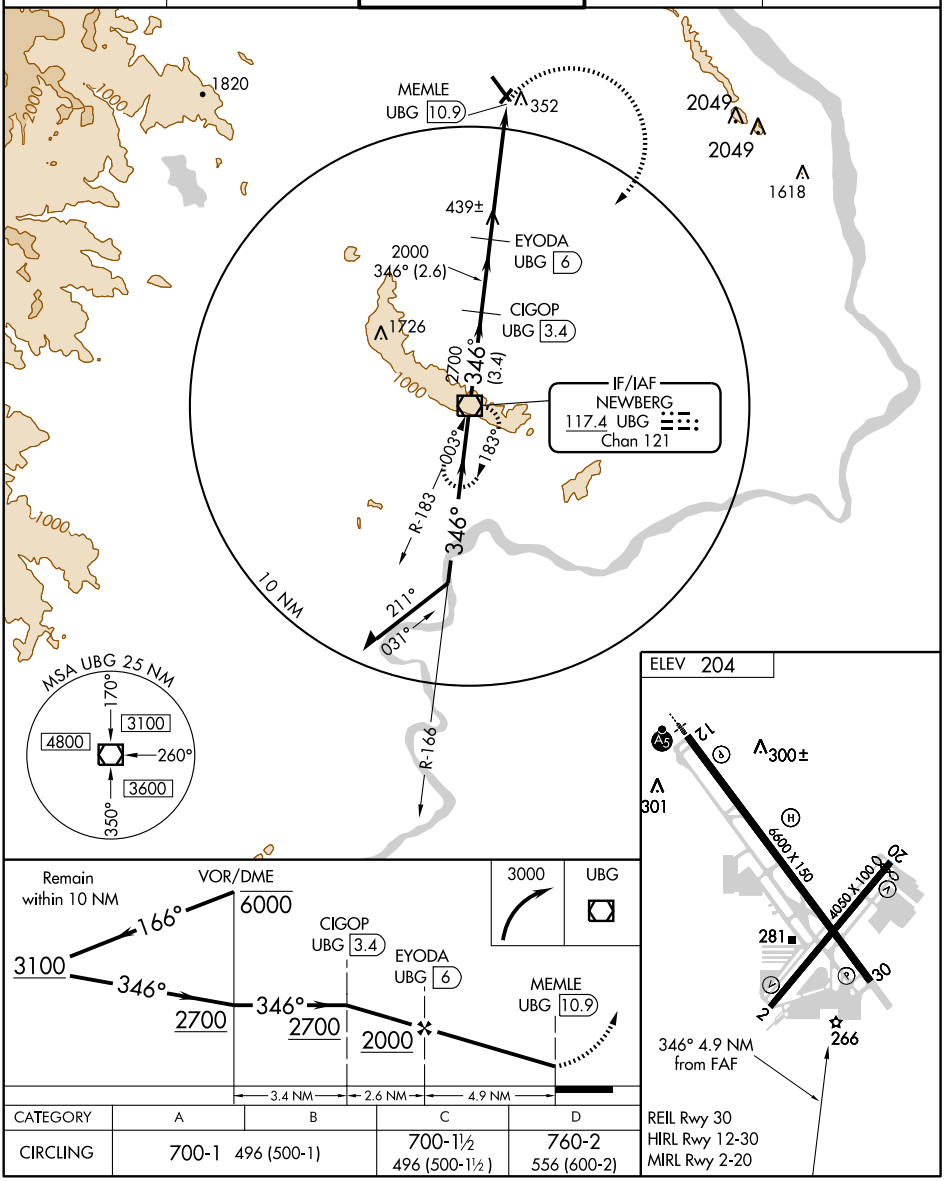
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME UBG 117.4 Chan 121	APP CRS 346°	Rwy Idg N/A TDZE N/A Apt Elev 204

VOR/DME-C
PORTLAND-HILLSBORO (HIO)

MISSED APPROACH: Climbing right turn to 3000 direct UBG VOR/DME and hold.

ATIS	PORTLAND APP CON	HILLSBORO TOWER★	GND CON	UNICOM
127.65	126.0 284.6	119.3 (CTAF) Ⓛ 239.3	121.7	122.95



CATEGORY	A	B	C	D
CIRCLING	700-1 496 (500-1)		700-1½ 496 (500-1½)	760-2 556 (600-2)

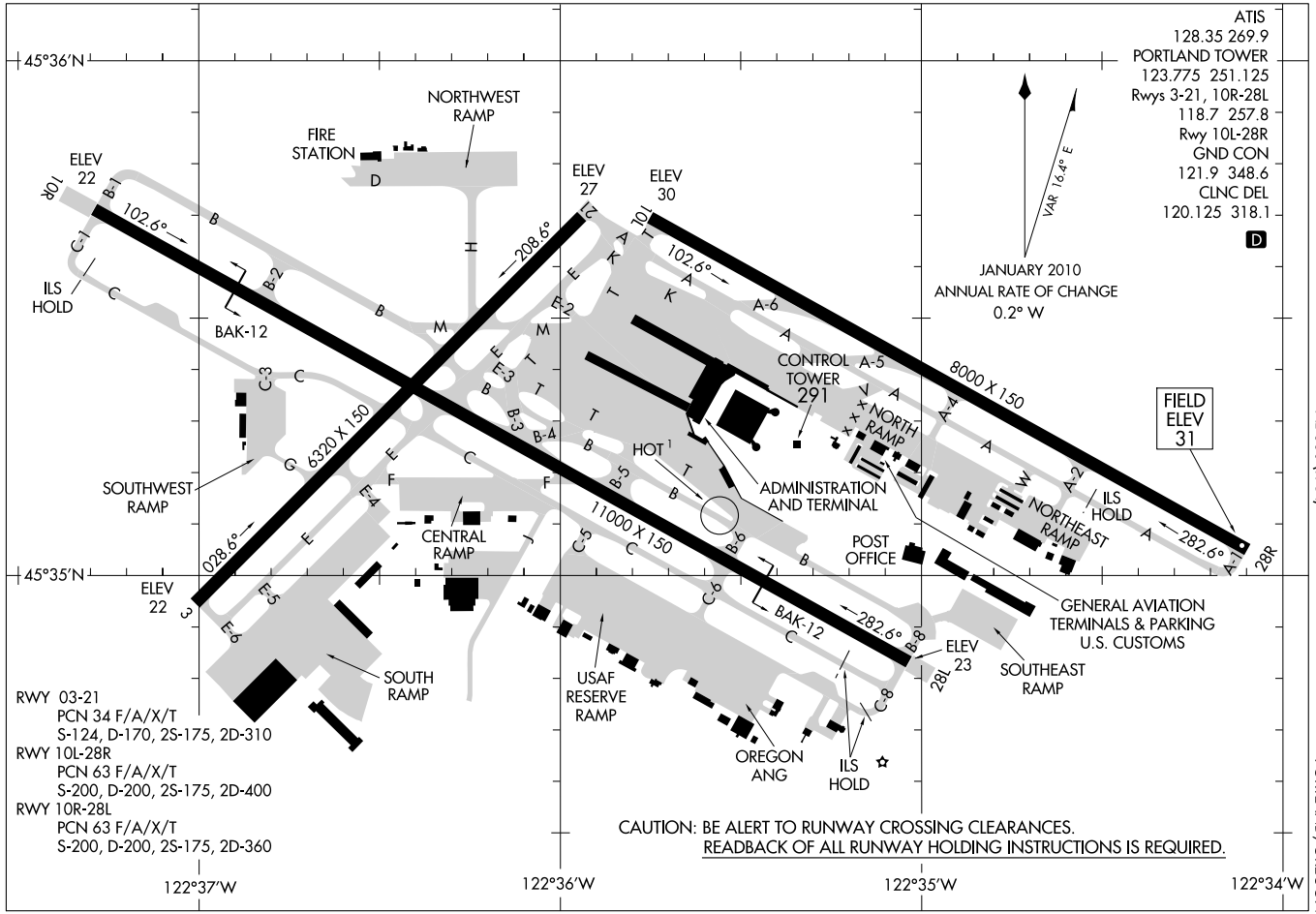
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

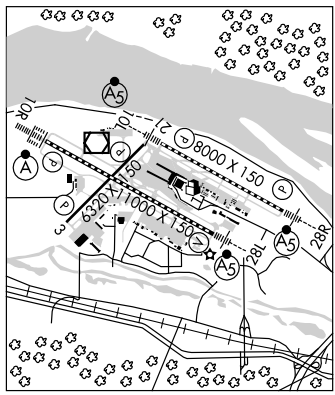
10210

PORTLAND INTL (PDX)

PORTLAND, OREGON



PORTLAND INTL (PDX)(KPDX) CIV/MIL/AFRC/ANG 4 NE UTC−8(−7DT) N45°35.31′ W122°35.85′ **SEATTLE**
31 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E NOTAM FILE PDX **H–1B, L–1C**
RWY 10R–28L: H11000X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–360 **IAP, DIAP, AD**
PCN 63 F/A/X/T HIRL CL
RWY 10R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 71′. Rgt tfc.
RWY 28L: MALSR. VASI(V4L)—GA 3.0° TCH 60′.
RWY 10L–28R: H8000X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400 PCN 63 F/A/X/T HIRL CL
RWY 10L: MALSR. PAPI(P4L)—GA 3.0° TCH 60′.
RWY 28R: MALSR. PAPI(P4R)—GA 3.0° TCH 65′. Road. Rgt tfc.
RWY 03–21: H6320X150 (ASPH–GRVD) S–124, D–170, 2S–175, 2D–310 PCN 34 F/A/X/T MIRL
RWY 03: REIL. PAPI(P4L)—GA 3.3° TCH 60′.
RWY 21: REIL. PAPI(P4R)—GA 3.6° TCH 32′. Road.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–6320	TODA–6320	ASDA–6320	LDA–6320
RWY 10L:	TORA–8000	TODA–8000	ASDA–8000	LDA–8000
RWY 10R:	TORA–11000	TODA–11000	ASDA–11000	LDA–11000
RWY 21:	TORA–6320	TODA–6320	ASDA–6320	LDA–6320
RWY 28L:	TORA–11000	TODA–11000	ASDA–11000	LDA–11000
RWY 28R:	TORA–8000	TODA–8000	ASDA–8000	LDA–8000

ARRESTING GEAR/SYSTEM
RWY 10R BAK–14 BAK–12A(B) (1625′) BAK–14 BAK–12A(B) (2000′) RWY 28L
MILITARY SERVICE: A–GEAR BAK–12A(B) Rwy 10R and 28L cable raised by BAK–14 device on request to twr. Not inspected for opr capability weekend or holiday. **JASU** (AM32A–60) 4(A/M32A–86) (MC–11) 1(MA–1A)
FUEL A, J8(Mil) (NC–100LL, Jet A) A (Air BP—Flightcraft Inc., C603–331–4220.) **FLUID** LHOXRB
OIL O–128–133–148(Mil)
AIRPORT REMARKS: Attended continuously. Arpt CLOSED to non–powered acft except in emergencies. Migratory and wintering flocks of large waterfowl on and in vicinity of arpt. Heavy seagull activity Sep–Apr, expect high number of birds year around; check local advisories. Construction on Rwy 10L–28R in progress. See NOTAMS for current information. Rwy 28R perimeter road at 200′ from rwy thld and 408′ right from rwy extended centerline. Uncontrolled tfc at Pearson Field Vancouver WA, 3 NM W of Rwy 10L thld on extended centerline. Rwy 21 clsd to Height Group IV acft with cockpit to wheel height greater than 22′. Rwy 28R road in levee 480′ right. Rwy 28R 19′ levee located approximately parallel to rwy centerline extended at 200′ from thld. Dike located approximately 408′ from rwy centerline extended. Noise abatement procedures in effect call noise office, 503–460–4100. Rwy 28L arrivals are noise sensitive, expect apch to Rwy 28R with transition to Rwy 28L. Touchdown, midpoint and rollout rwy visual range avbl Rwy 10R–28L and Rwy 10L–28R. Twy T between the North Ramp and the General Aviation Ramp clsd to through tfc. Twy W between Twy A and the general aviation ramp clsd to acft with wingspan greater than 95′. Acft with wingspan between 79′ and 95′, must be towed. Twy K between the north ramp and the general aviation ramp clsd to through tfc. Twy F between Rwy 10R–28L and Twy C clsd to acft over 65,000 pounds. Twy F clsd to non–Part 139 acft with wingspan greater than 194′. Twy F clsd to Part 139 acft with wingspan greater than 108′. At the west end arm/dearm area on Twy C no acft of any type may taxi past the arm/dearm area while it is being used. Acft authorized to utilize the northwest ramp or the north ramp will be towed to/from these ramps. Area of Twy T between M and E3 not visible from tower. Twy T between exits B5 and B6 clsd to acft with wingspan of 118′ and greater. Twy J clsd to acft with a wingspan greater than 171′. Acft with wingspan between 125′ and 171′ on Twy J must be under positive guidance by either towing or wingwalker. Twy V clsd to acft with wingspan greater than 135′. Acft with wingspan greater than 91′ prohibited from turning westbound onto Twy A from Twy V unless under tow. 180° turns by acft weighing in excess of 12,500 lbs prohibited on all rwys and taxiways. Rwy 10L and Rwy 28R MALSR OTS indef. Ldg fee. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Flight Notification Service (ADCUS) available.
MILITARY REMARKS: ANG See FLIP AP/1 for Supplementary Arpt Information. Hazardous bird conditions exist. Phase I May–Oct, Phase II Nov–Apr. Current bird watch conditions are not reported on ATIS. PPR/Official Business Only. Base ops opr 1500–2300Z‡ Mon–Fri exc holiday, DSN 638–4390, C503–335–4390. Ctc Base OPS 15 min prior to ldg and after dep on 281.2. Tran quarters not avbl.
WEATHER DATA SOURCES: ASOS (C503) 284–6771. WSP.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: D-ATIS 128.35 269.9 503 493–7557.

UNICOM 122.95

Ⓡ **APP CON** 124.35 299.2 (280°–099°) 118.1 (100°–279°) 284.6 (100°–279°)

TOWER 118.7 257.8 (Rwy 10L–28R) 123.775 251.125 (Rwy 03–21 and Rwy 10R–28L)

GND CON 121.9 132.275 348.6 **CLNC DEL** 120.125 318.1

Ⓡ **DEP CON** 124.35 299.2 (280°–099°) 118.1 284.6 (100°–279°) 127.85 290.3

ANG BASE OPS 281.2 (Portland Guard OPS/Guard Comd Post)

AIRSPACE: CLASS C svc ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 161° 9.6 NM to fld. 253/21E.

(L) VORW/DME 111.8 PDX Chan 55 N45°35.62′ W122°36.38′ at fld. 23/20E.

VOR/DME unusable:

001°–024°
025°–039° byd 30 NM
131°–230°
322°–351°
351°–001° byd 20 NM blo 5,500′
351°–001° byd 34 NM blo 6,500′

COLUMBIA (H) TACAN CBU (109.2) Chan 29 N45°35.32 W122°36.68′ at fld. 22/20E.

LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ 277° 6.4 NM to fld.

ILS 111.3 I–VDG Chan 50 Rwy 10L. Class IT.

ILS 110.5 I–PDX Chan 42 Rwy 10R. Class IIIE.

ILS 111.3 I–IAP Rwy 28R DME also serves Rwy 10L.

ILS/DME 108.9 I–GPO Chan 26 Rwy 21. LOC only. LOC unusable byd 25° rgt of course

ILS 110.5 I–JMJ Chan 42 Rwy 28L. Class IT. Coupled apchs not authorized blo 420′ due to GS reversal 0.9 NM fm Rwy 28L thld.

BONVL SIX ARRIVAL (BONVL.BONVL6) 10098

PORTLAND APP CON
124.35 299.2
ATIS
128.35 269.9

KIMBERLY TRANSITION (IMB.BONVL6): From over IMB VORTAC via IMB R-287 to DUFUR, then via PDX R-079 to BONVL, Thence. . . .

KLICKITAT TRANSITION (LTJ.BONVL6): From over LTJ VOR/DME via LTJ R-230 to BONVL. Thence. . . .

PENDLETON TRANSITION (PDT.BONVL6): From over PDT VORTAC via PDT R-241 to DUFUR, then via PDX R-079 to BONVL. Thence. . . .

....From over BONVL :

Landing East - via PDX R-079 to REEDI DME fix. Depart REEDI DME fix heading 280° for radar vectors to final approach course.

Landing West - via PDX R-079 to REEDI DME fix, for radar vectors to final approach course.

BATTLE GROUND
116.6 BTG
Chan 113
N45° 44.87′ - W122° 35.49′

COLUMBIA
CBU
Chan 29
N45°35.32′
W122°36.68′

PORTLAND
111.8 PDX
Chan 55
N45°35.62′
W122°36.38′

KLICKITAT
112.3 LTJ
Chan 70
N45° 42.82′ - W121° 06.05′
L-13, H-1

HADIE
N45°35.83′-W121°34.28′
PROP/TURBOPROP
Landing West:
8000
Maintain 8000.

PENDLETON
114.7 PDT
Chan 94
N45° 41.91′ - W118° 56.32′
L-13, H-1

ARNIT
N45°33.04′
W120°13.67′

REEDI
N45°33.72′-W122°19.51′
TURBOJETS Landing East:
250 KIAS

BONVL
N45°30.80′-W121°54.24′

HOODD
N45°29.64′
W121°44.42′

RAINR
N45°28.29′
W121°33.22′

DUFUR
N45°25.72′
W121°12.22′
FL200

LARNO
N44°59.82′
W120°22.12′

KIMBERLY
115.6 IMB
Chan 103
N44° 38.90′ - W119° 42.70′
L-13, H-1

280° R-079 12
259° (18) 30
8000 (7) 37
10000 (8) 45
13000 259° (15) 60
8000 230° (21) R-212
(15) 36
R-070
R-173
(42)
FL200 241° (55)
(44)
FL200 287° (35)

PROP/TURBOPROP:
All Transitions Landing East: 12000 Maintain 12000.
PDT/IMB Transitions Landing West: 8000 Maintain 8000.

TURBOJET:
All Transitions Landing East: 14000 300 KIAS
Maintain 14000.
All Transitions Landing West: 10000 250 KIAS
Maintain 10000.

CAUTION: Intermittent glider activity at and below 17500 MSL between RAINR and BONVL.

NOTE: DME REQUIRED

NOTE: Chart not to scale.

ST-330 (FAA)

PORTLAND, OREGON
PORTLAND INTL

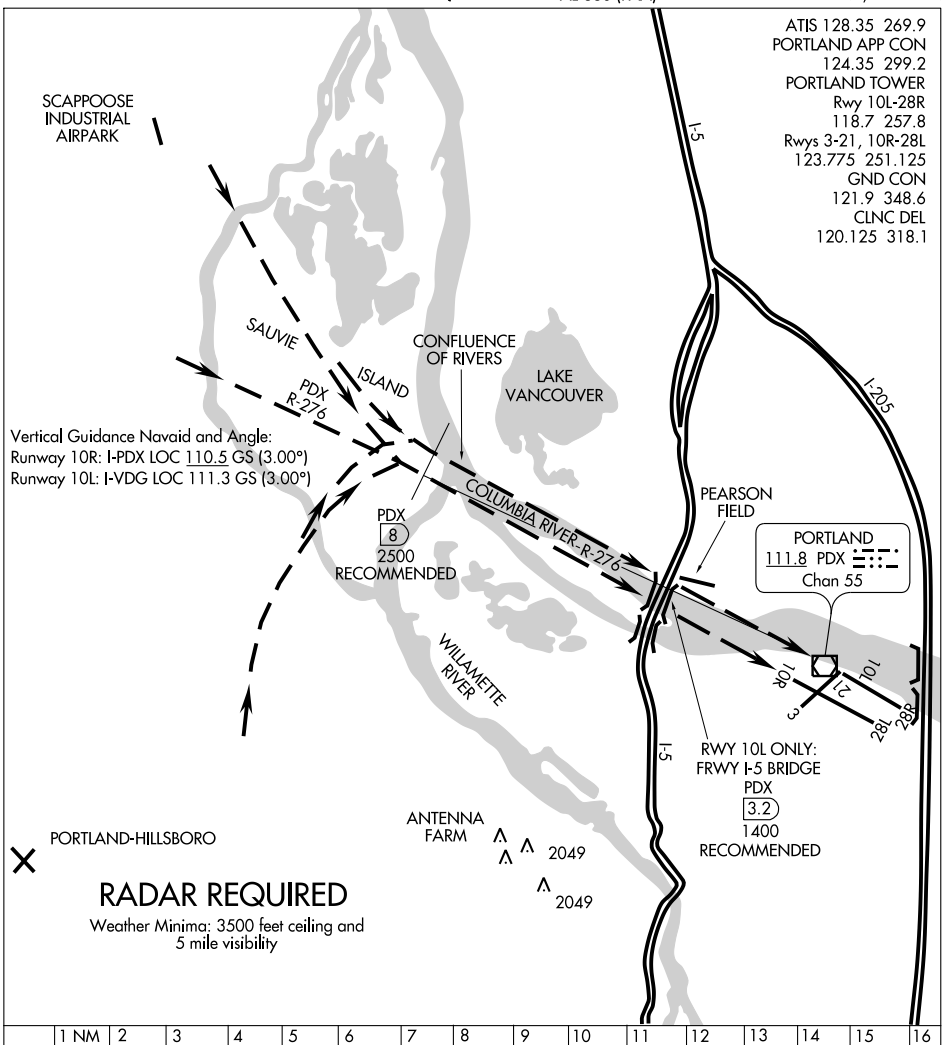
BONVL SIX ARRIVAL (BONVL.BONVL6) 10098

PORTLAND, OREGON
PORTLAND INTL

COLUMBIA VISUAL RWY 10L/R

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



PROCEDURE NOT AUTHORIZED AT NIGHT.

COLUMBIA VISUAL RWY 10L/R

45°35'N-122°36'W

PORTLAND, OREGON
PORTLAND INTL (PDX)

Amdt 2 10210

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

NW-1, 26 AUG 2010 to 23 SEP 2010

PORTLAND APP CON
124.35 299.2
PORTLAND INTL ATIS
128.35 269.9
PORTLAND-HILLSBORO ATIS
127.65

SEATTLE
116.8 SEA
Chan 115
N47°26.12'-W122°18.58'
L-1, H-1

10000
*9700
161°
(71)

R-360

HELNS
N46°15.42'
W122°18.58'

33

10000
180°
(11)

KRATR
N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .
PROP/TURBOPROP: Cross at and maintain 10,000'.
TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less.

BATTLE GROUND
116.6 BTG
Chan 113
N45°44.87'-W122°35.49'

7000
(22)

R-360

280°

110°

PORTLAND INTL

PORTLAND-HILLSBORO

PORTLAND-TROUTDALE

AURORA STATE

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....
.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....
LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.
LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

HELNS FOUR ARRIVAL

PORTLAND, OREGON

(HELNS.HELNS4) 03135

HI-ILS or LOC/DME RWY 10R

LOCALIZER I-PDX	APCH CRS	Rwy ldg 11,000
110.5 Chan 42	101°	TDZE 24
		Arpt Elev 30

JAL-330 [USAF]

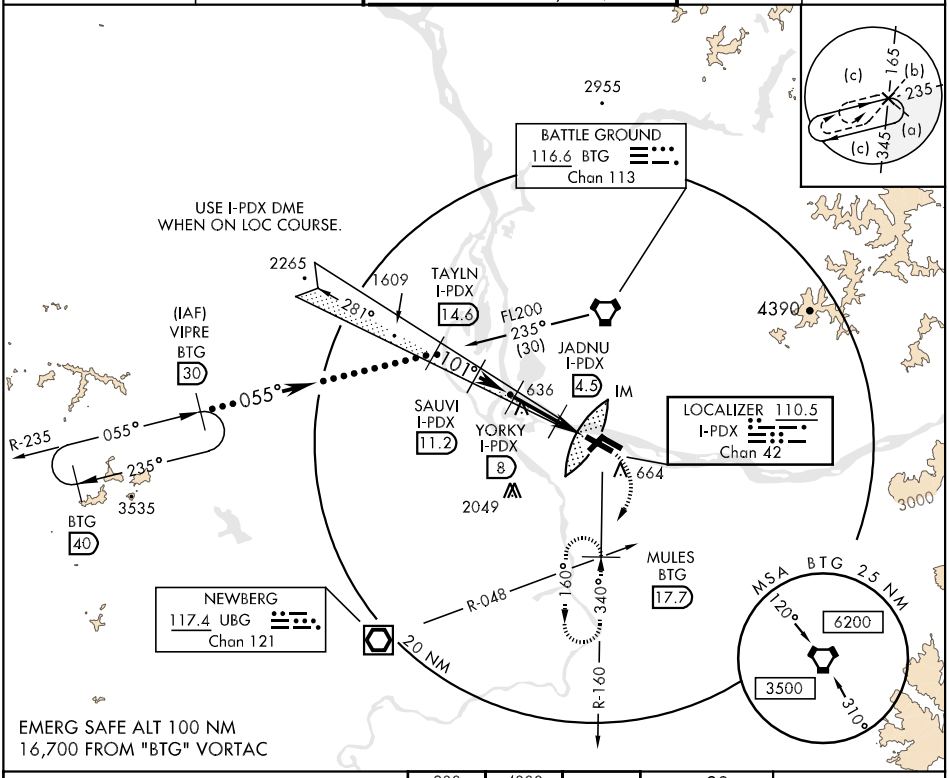
PORTLAND INTL (KPDX)

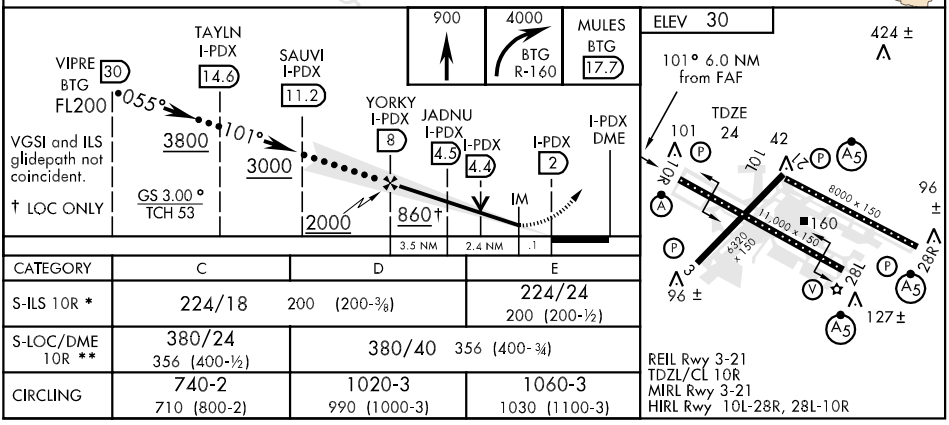
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing right turn to 4000 via BTG VORTAC R-160 to MULES and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
ARR 128.35 269.9	124.35 299.2	118.7 257.8 Rwy 10L-28R	121.9 348.6	120.125 318.1
DEP 120.625 239.25		123.775 251.125 Rwy 3-21, 10R-28L		





CATEGORY	C	D	E
S-ILS 10R *	224/18 200 (200-⅜)		224/24 200 (200-½)
S-LOC/DME 10R **	380/24 356 (400-½)	380/40 356 (400-¾)	
CIRCLING	740-2 710 (800-2)	1020-3 990 (1000-3)	1060-3 1030 (1100-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HI-ILS or LOC/DME RWY 28R

LOCALIZER I-IAP	APCH CRS	Rwy ldg	8000
111.3	279°	TDZE	30
Chan 50		Arpt Elev	30

JAL-330 [USAF]

PORTLAND INTL (KPDX)

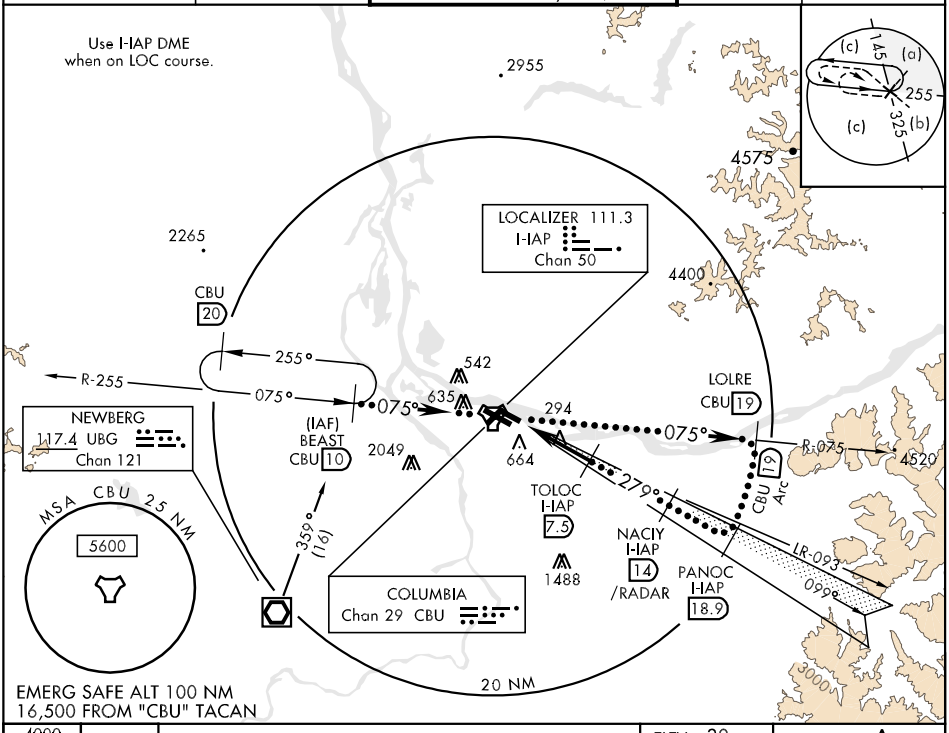
* When ALS inop, increase CAT E vis to 2 miles.
** Circling NA at night to Rwy 3.

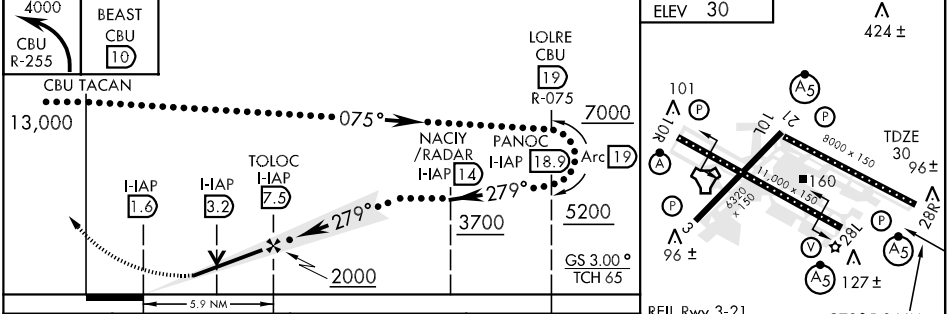
MALSR

MISSED APPROACH: Climbing left turn to 4000 via CBU TACAN R-255 to BEAST and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
ARR 128.35 269.9	124.35 299.2	118.7 257.8 Rwy 10L-28R	121.9 348.6	120.125 318.1
DEP 120.625 239.25		123.775 251.125 Rwy 3-21, 10R-28L		

Use I-IAP DME when on LOC course.





CATEGORY	C	D	E
S-ILS 28R	280/40	250	(300-¾)
S-LOC 28R*	600/50 570 (600-1)	600/60 570 (600-1¼)	600-1½ 570 (600-1½)
CIRCLING**	740-2 710 (800-2)	1020-3 990 (1000-3)	1060-3 1030 (1100-3)

LOC FAF to MAP 5.9 NM

Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:32	1:58	1:46

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 10R

TACAN	APCH CRS	Rwy ldg	11,000
CBU Chan 29	106°	TDZE	24
		Arpt Elev	30

JAL-330 [USAF]

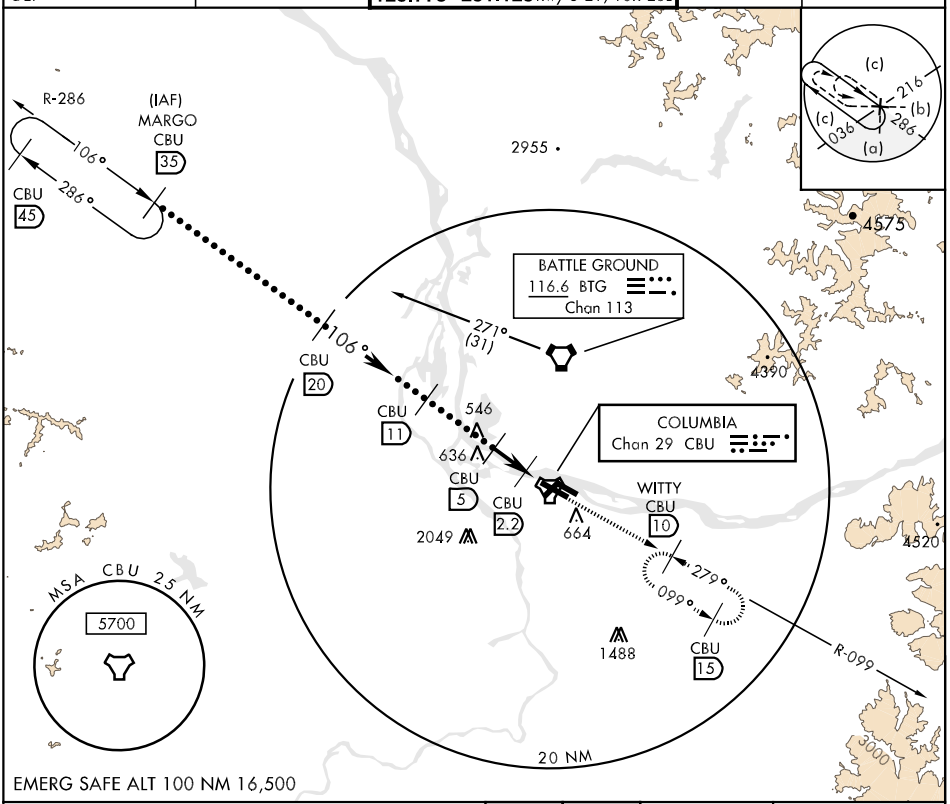
PORTLAND INTL (KPDX)

* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile.

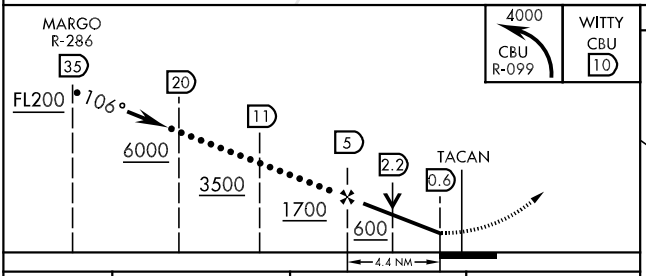
ALSF-2

MISSED APPROACH: Climb to 4000 via CBU TACAN R-099 to WITTY/CBU 10 DME and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
ARR 128.35 269.9	124.35 299.2	118.7 257.8 Rwy 10L-28R	121.9 348.6	120.125 318.1
DEP 120.625 239.25		123.775 251.125 Rwy 3-21, 10R-28L		

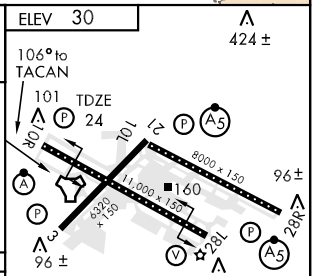


EMERG SAFE ALT 100 NM 16,500



4000
CBU
R-099

WITTY
CBU
10



CATEGORY	C	D	E
S-10R *	380/24 356 (400-½)	380/50 356 (400-1)	
CIRCLING	740-2 710 (800-2)	1020-3 990 (1000-3)	1060-3 1030 (1100-3)

45°35'N-122°36'W

HI-TACAN RWY 10R

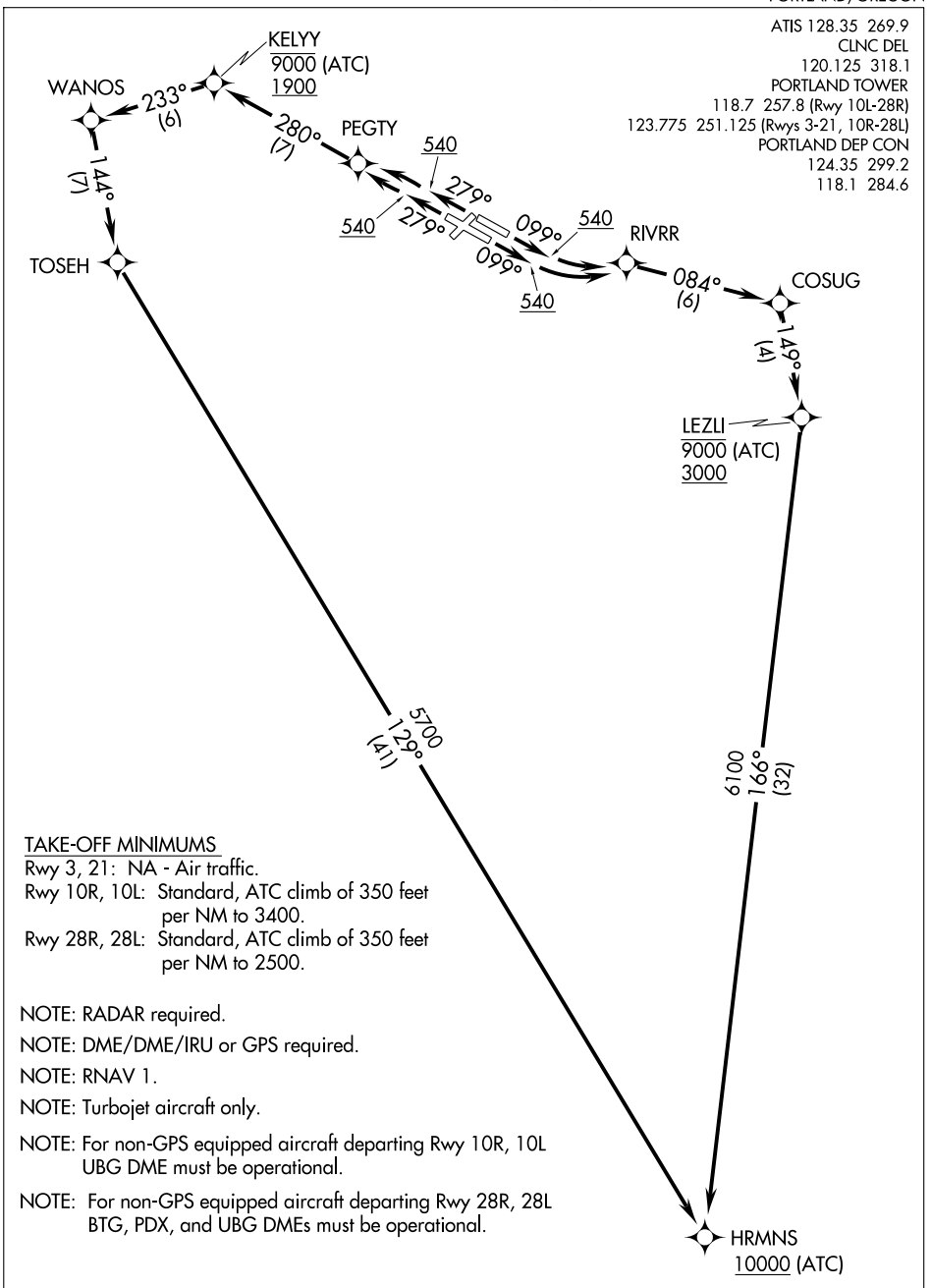
NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

HRMNS ONE DEPARTURE (RNAV)

SL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



TAKE-OFF MINIMUMS

Rwy 3, 21: NA - Air traffic.
Rwy 10R, 10L: Standard, ATC climb of 350 feet per NM to 3400.
Rwy 28R, 28L: Standard, ATC climb of 350 feet per NM to 2500.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft departing Rwy 10R, 10L UBG DME must be operational.

NOTE: For non-GPS equipped aircraft departing Rwy 28R, 28L BTG, PDX, and UBG DMEs must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HRMNS ONE DEPARTURE (RNAV)

PORTLAND, OREGON
PORTLAND INTL (PDX)

(HRMNS1.HRMNS) 09239

NW-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

....maintain assigned altitude, expect filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES

Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline, up to 17' AGL/60' MSL.
Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL
Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL.
Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

NW-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 10L

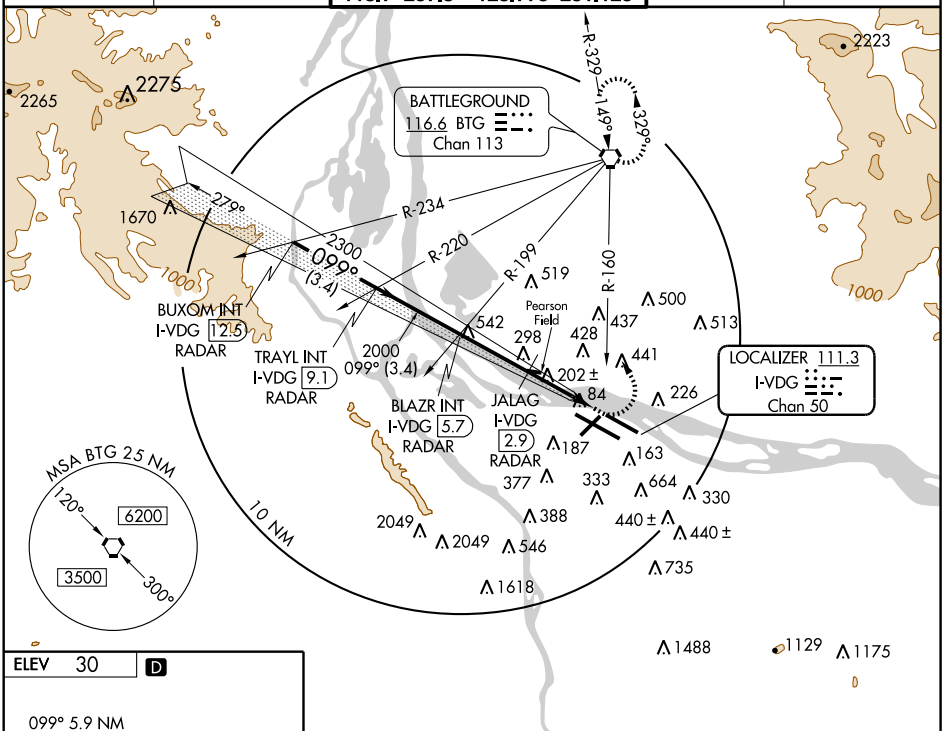
PORTLAND INTL (PDX)

LOC/DME I-VDG	APP CRS	Rwy Idg	8000
111.3	099°	TDZE	30
Chan 50		Apt Elev	30

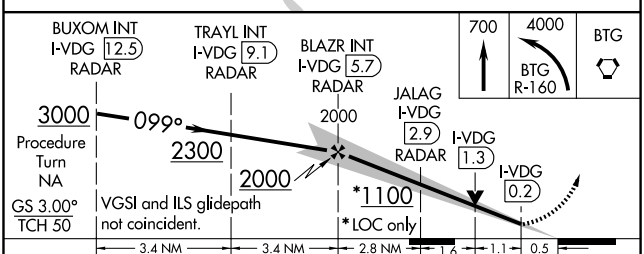
MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 4000 via BTG R-160 to BTG VORTAC and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1

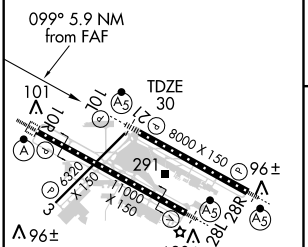


RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 10L	293/24 263 (300-½)			
S-LOC 10L	480/24 450 (500-½)		480/50 450 (500-1)	480/60 450 (500-1¼)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)

ELEV 30 D



REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwys 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 10R

PORTLAND INTL (PDX)

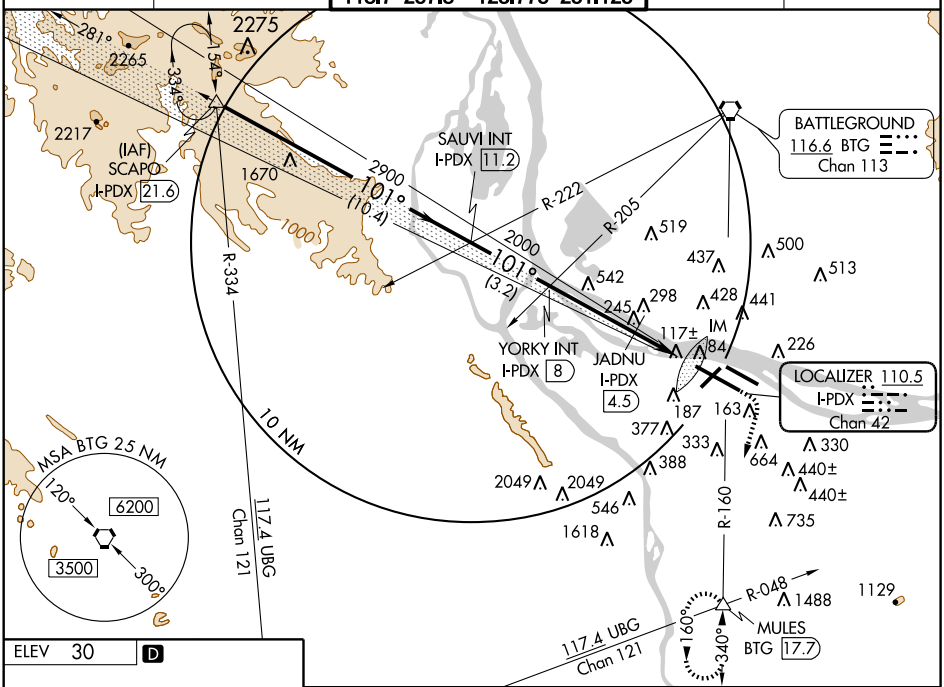
LOC/DME I-PDX	APP CRS	Rwy Idg	11000
110.5	101°	TDZE	24
Chan 42		Apt Elev	30

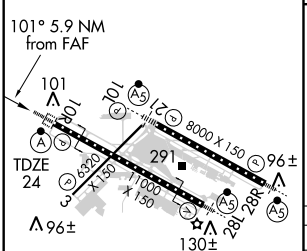
For inoperative ALSF-2 increase S-ILS Cat E visibility to RVR 4000.
For inoperative ALSF-2 increase S-LOC Cat E visibility to 3 miles.
For inoperative ALSF-2 increase DME minimums S-LOC 10R Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing right turn to 4000 via BTG R-160 to MULES INT/BTG VORTAC 17.7 DME and hold.

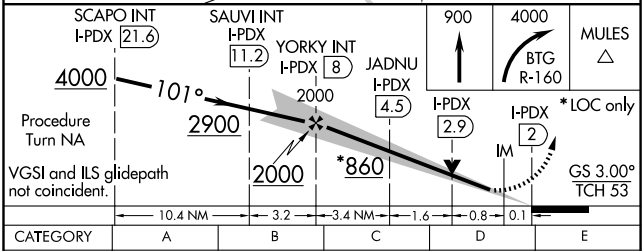
ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
128.35 269.9	124.35 299.2	Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	121.9 348.6	120.125 318.1





REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-ILS 10R	224/18 200 (200-½)				224/24 200 (200-½)
S-LOC 10R	860/24 836 (900-½)	860/40 836 (900-¾)	860-2 836 (900-2)	860-2¼ 836 (900-2¼)	860-2½ 836 (900-2½)
CIRCLING	860-1 830 (900-1)	860-1¼ 830 (900-1¼)	860-2½ 830 (900-2½)	1020-3 990 (1000-3)	1060-3 1030(1100-3)
DME MINIMUMS					
S-LOC 10R	380/24 356 (400-½)			380/40 356 (400-¾)	
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)	1060-3 1030(1100-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-JMJ	APP CRS	Rwy Idg 11000
110.5	279°	TDZE 23
Chan 42		Apt Elev 30

ILS or LOC RWY 28L

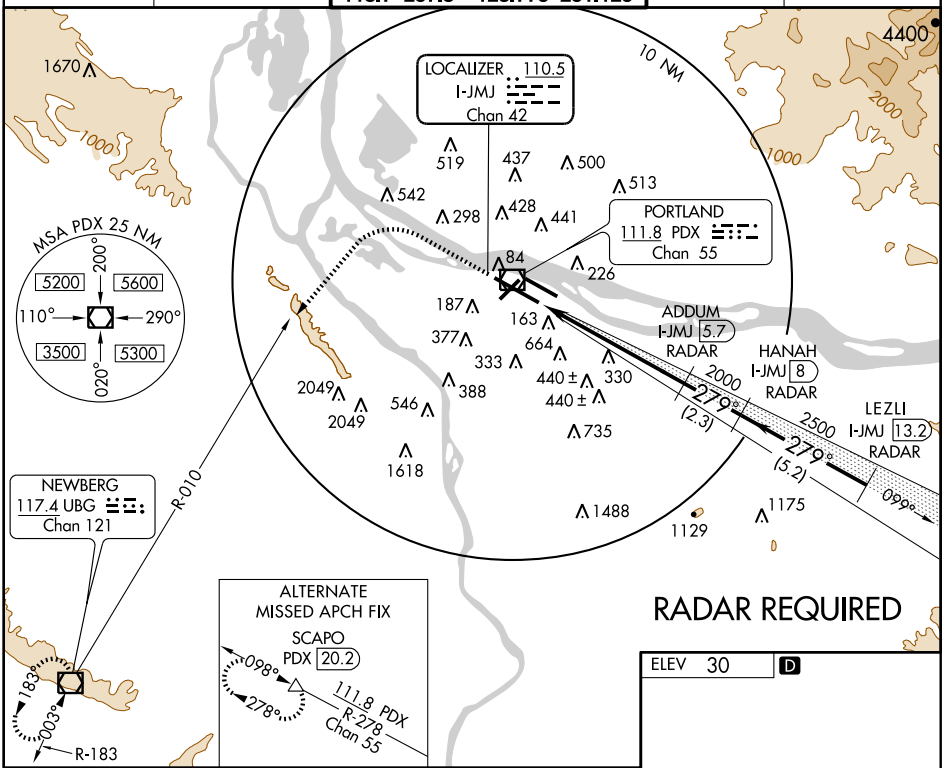
PORTLAND INTL (PDX)

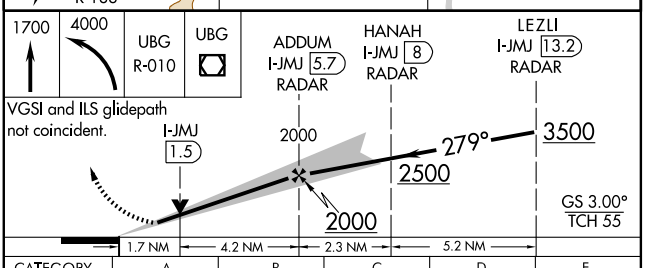
RADAR or DME required. For inoperative MALSR, increase S-ILS visibility to RVR 5000 all Cats and S-LOC Cat E visibility to 2 miles. Autopilot coupled approach NA below 580.

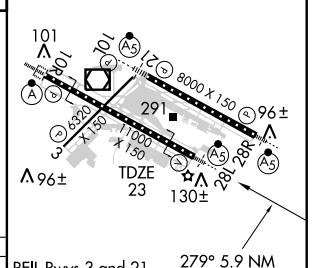
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 via UBG R-010 to UBG VOR/DME and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1







CATEGORY	A	B	C	D	E
S-ILS-28L	306/24 283 (300-½)				
S-LOC-28L	620/24 597 (600-½)		620/50 597 (600-1)	620/60 597(600-1¼)	620-1½ 597(600-1½)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)	1060-3 1030(1100-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-HAP	APP CRS	Rwy Idg	8000
111.3	279°	TDZE	30
Chan 50		Apt Elev	30

ILS or LOC RWY 28R

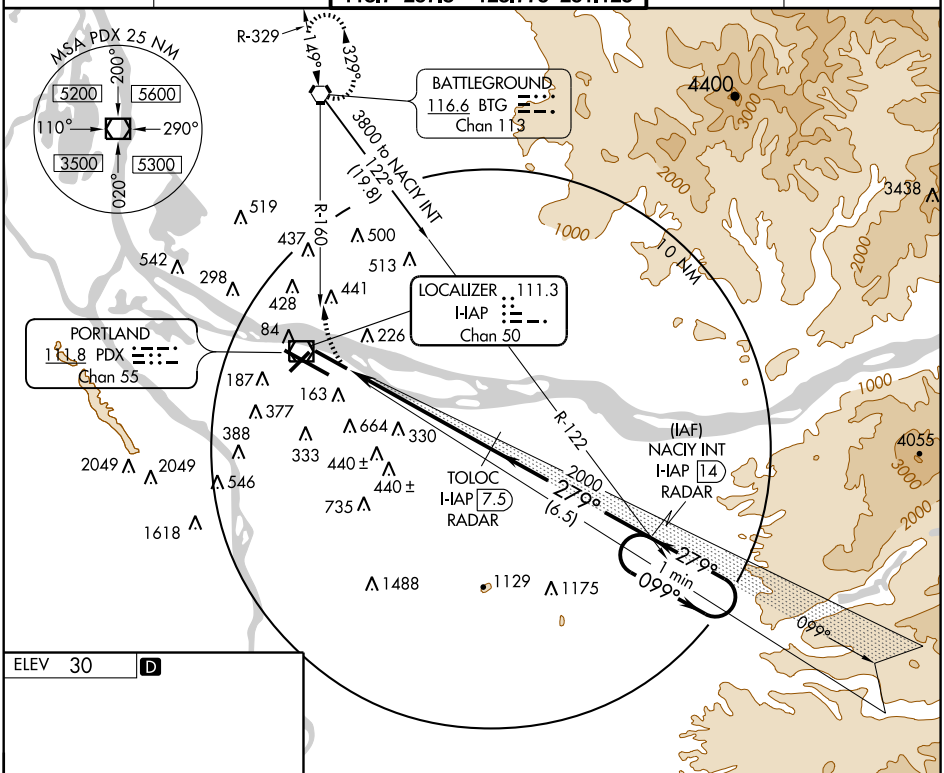
PORTLAND INTL (PDX)

Inoperative table does not apply to S-ILS all Cats.
For inoperative MALSR increase S-LOC Cat A and B visibility to 1.
Radar or DME required.

MALSR

MISSED APPROACH: Climbing right turn to 4000 via BTG R-160 to BTG VORTAC and hold.

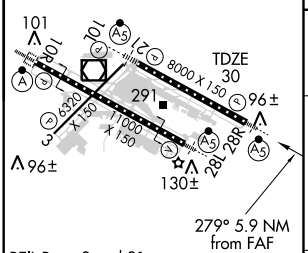
ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
128.35 269.9	124.35 299.2	Rwy 10L-28R Rwys 3-21, 10R-28L 118.7 257.8 123.775 251.125	121.9 348.6	120.125 318.1



NW-1, 26 AUG 2010 to 23 SEP 2010

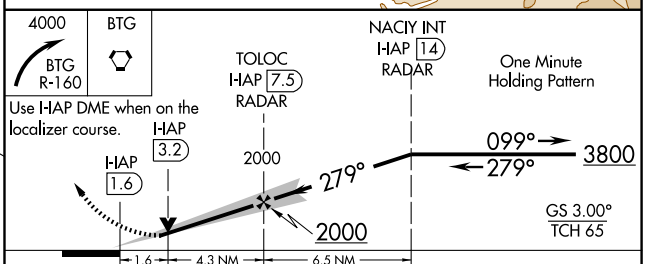
NW-1, 26 AUG 2010 to 23 SEP 2010

ELEV 30 D



REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 28R	280/40 250 (300-¾)			
S-LOC 28R	600/40 570 (600-¾)		600/50 570 (600-1)	600/60 570 (600-1¼)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)

LOC/DME I-PDX	APP CRS	Rwy Idg 11000
110.5	101°	TDZE 24
Chan 42		Apt Elev 30

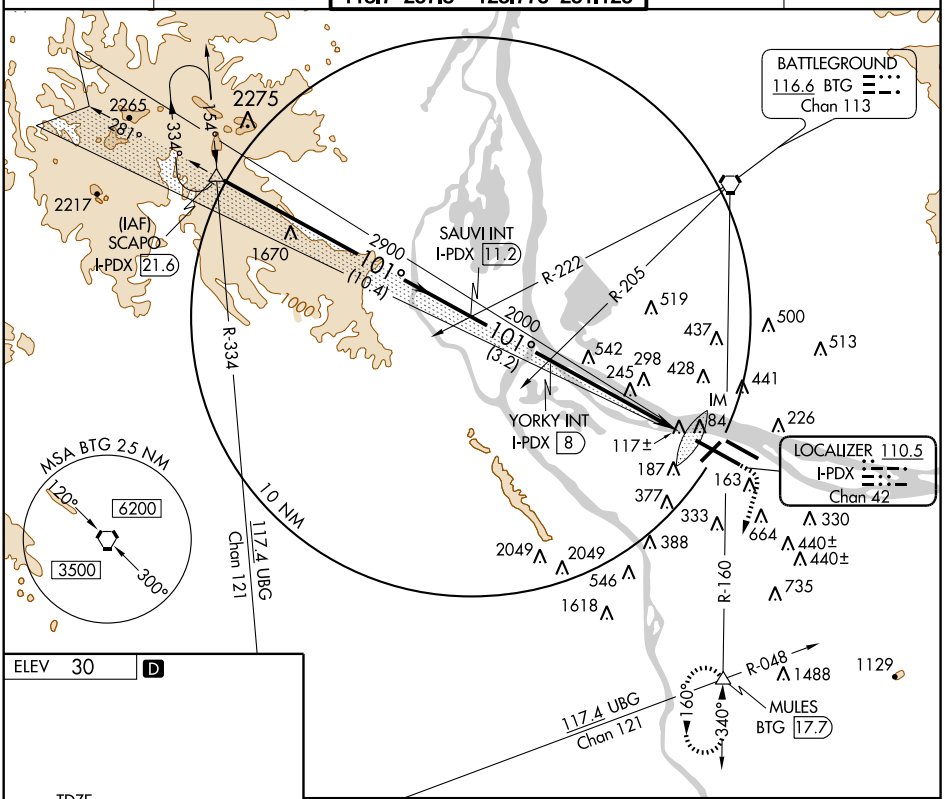
ILS RWY 10R (CAT II)

PORTLAND INTL (PDX)

ALSF-2

MISSED APPROACH: Climb to 900, then climbing right turn to 4000 via BTG R-160 to MULES Int/BTG VORTAC 17.7 DME and hold.

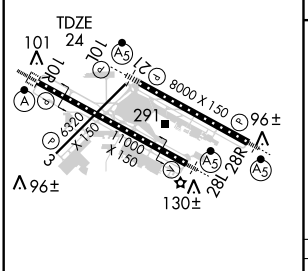
ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
128.35 269.9	124.35 299.2	Rwy 10L-28R 118.7 257.8 / Rwys 3-21, 10R-28L 123.775 251.125	121.9 348.6	120.125 318.1



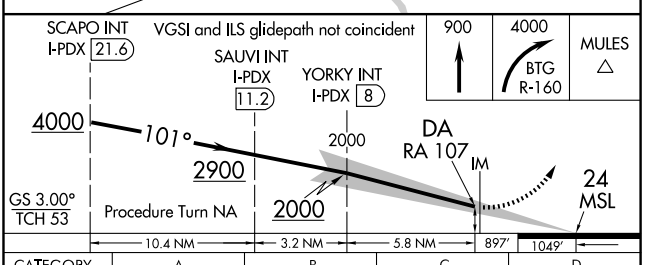
NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

ELEV 30 D



REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L



CATEGORY	A	B	C	D
S-ILS 10R	RA 107/12 100 DA 124			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 10R (CAT III)

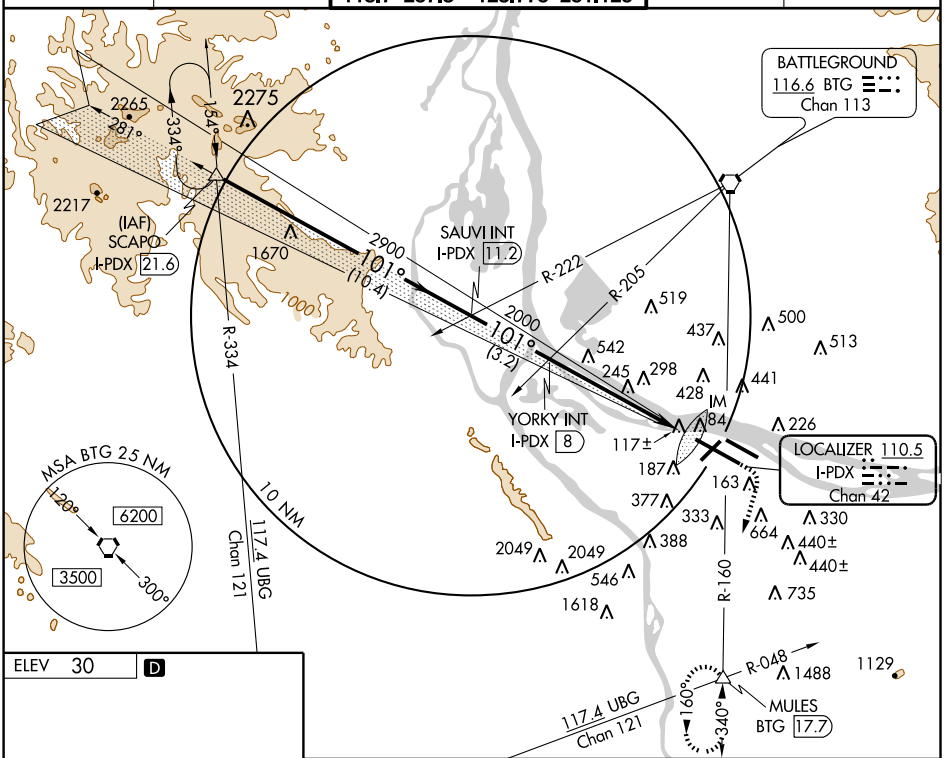
PORTLAND INTL (PDX)

LOC/DME I-PDX	APP CRS	Rwy Idg	11000
110.5	101°	TDZE	24
Chan 42		Apt Elev	30

ALSF-2

MISSED APPROACH: Climb to 900, then climbing right turn to 4000 via BTG R-160 to MULES Int/BTG VORTAC 17.7 DME and hold.

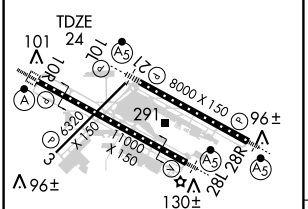
ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1



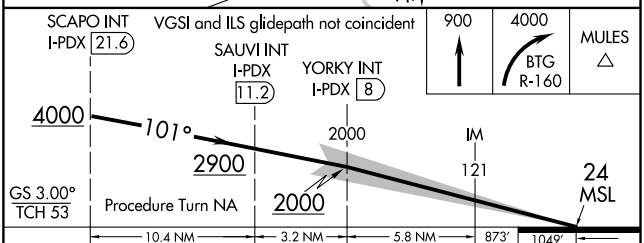
NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

ELEV 30 D



REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L



CATEGORY	A	B	C	D
S-ILS 10R		CAT III a	RVR 07	
S-ILS 10R		CAT III b	RVR 06	
S-ILS 10R		CAT III c	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LAVAA TWO DEPARTURE (RNAV)

(LAVAA2.LAVAA) 10210

PORTLAND INTL (PDX)

PORTLAND, OREGON

SL-330 (FAA)

NOTE: For non-GPS equipped aircraft departing Rwy 10R, 10L
UBG and BTG DMEs must be operational for the Yakima Transition.
For non-GPS equipped aircraft departing Rwy 28R, 28L
UBG, BTG and MWH DMEs must be operational for the Pendleton Transition.

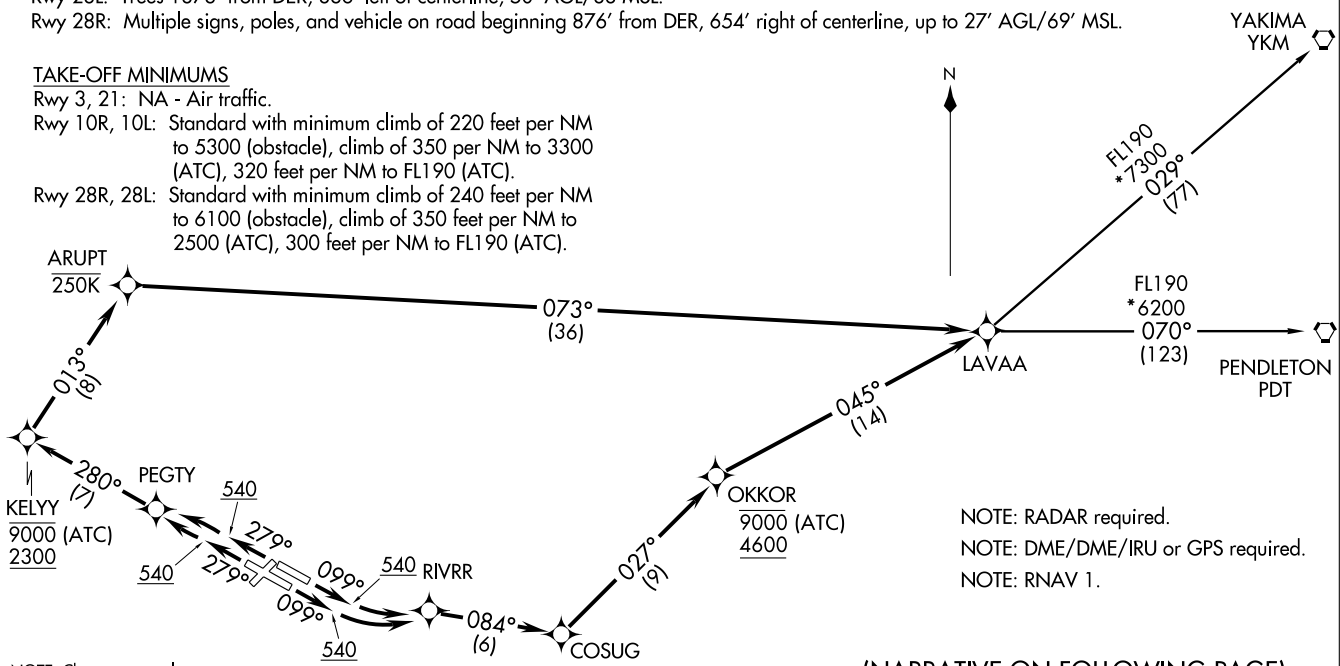
ATIS 128.35 269.9
CLNC DEL
120.125 318.1
PORTLAND TOWER
118.7 257.8 (Rwy 10L-28R)
123.775 251.125 (Rwys 3-21, 10R-28L)
PORTLAND DEP CON
124.35 299.2 (280°-099°)

TAKE-OFF OBSTACLE NOTES

Rwy 10L: Rising terrain and vehicles on road beginning 7' from DER, 376' left of centerline, up to 17' AGL/60' MSL.
Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL.
Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88 MSL.
Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

TAKE-OFF MINIMUMS

Rwy 3, 21: NA - Air traffic.
Rwy 10R, 10L: Standard with minimum climb of 220 feet per NM to 5300 (obstacle), climb of 350 per NM to 3300 (ATC), 320 feet per NM to FL190 (ATC).
Rwy 28R, 28L: Standard with minimum climb of 240 feet per NM to 6100 (obstacle), climb of 350 feet per NM to 2500 (ATC), 300 feet per NM to FL190 (ATC).



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 027° to cross OKKOR at or below 9000 (ATC)/4600, then via track 045° to LAVAA, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 027° to cross OKKOR at or below 9000 (ATC)/4600, then via track 045° to LAVAA, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540, then left turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/2300, then right turn via track 013° to ARUPT, then via track 073° to LAVAA, thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540, then right turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/2300, then right turn via track 013° to ARUPT, then via track 073° to LAVAA, thence....

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

PENDLETON TRANSITION (LAVAA2.PDT)

YAKIMA TRANSITION (LAVAA2.YKM)

NW-1, 26 AUG 2010 to 23 SEP 2010

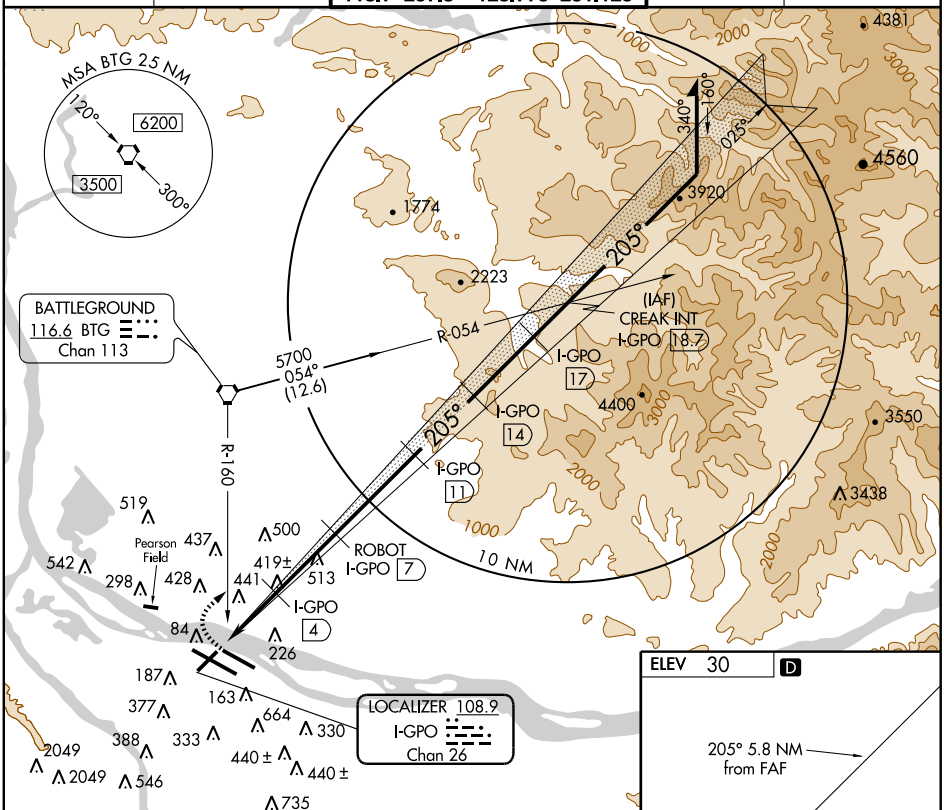
LOC/DME I-GPO	APP CRS	Rwy Idg	6320
108.9	205°	TDZE	23
Chan 26		Apt Elev	30

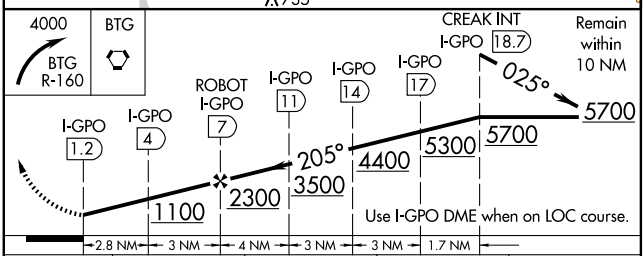
LOC/DME RWY 21

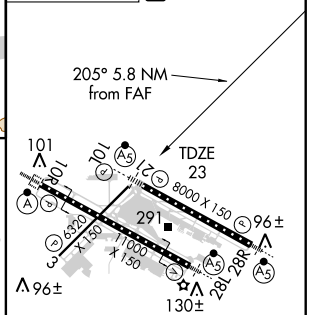
PORTLAND INTL (PDX)

MISSED APPROACH: Climbing right turn to 4000 via BTG R-160 to BTG VORTAC.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1







CATEGORY	A	B	C	D
S-21	680-1 657 (700-1)		680-1¾ 657 (700-1¾)	680-2 657 (700-2)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)

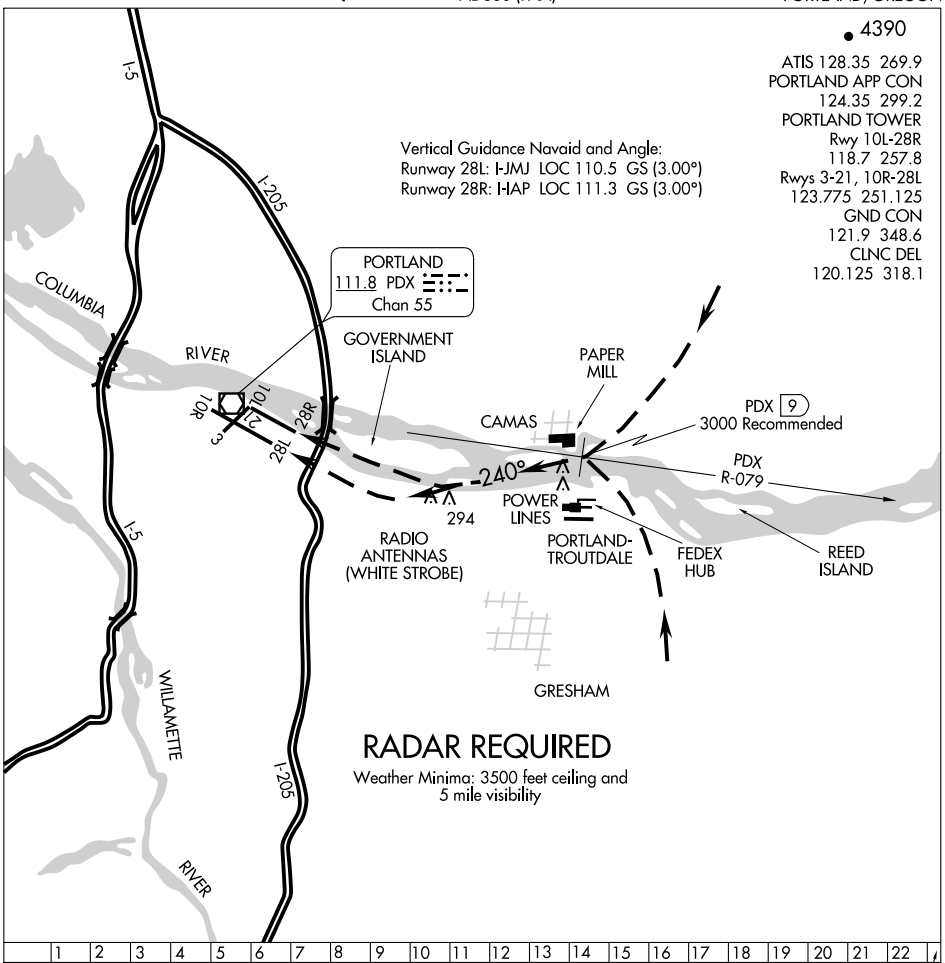
REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MILL VISUAL RWY 28L/R

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



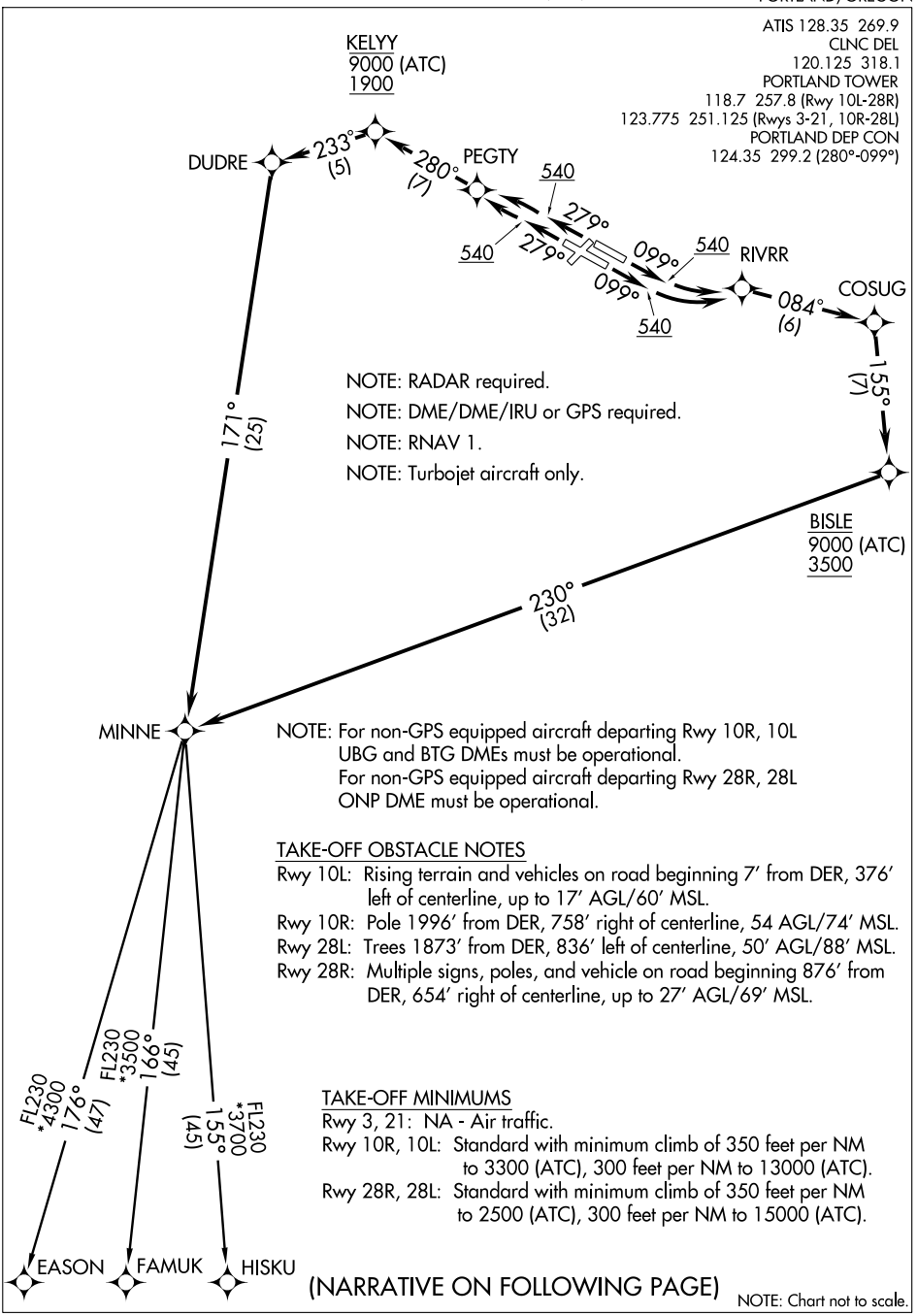
When visual approaches to Runways 28L/R are in progress, clearances to aircraft will be issued utilizing the following phraseology: "(IDENT) CLEARED FOR MILL VISUAL RUNWAY 28 LEFT/RIGHT APPROACH."

NW-1, 26 AUG 2010 to 23 SEP 2010

MINNE TWO DEPARTURE (RNAV)

SL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



NW-1, 26 AUG 2010 to 23 SEP 2010

MINNE TWO DEPARTURE (RNAV)

PORTLAND, OREGON
PORTLAND INTL (PDX)

(MINNE2.MINNE) 10210

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540, then left turn direct to RIVRR, then via track 084° to COSUG, then via track 155° to cross BISLE at or below 9000 (ATC)/3500, then via track 230° to MINNE, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 155° to cross BISLE at or below 9000 (ATC)/3500, then via track 230° to MINNE, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540, then left turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to DUDRE, then via track 171° to MINNE, thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540, then right turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to DUDRE, then via track 171° to MINNE, thence....

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

EASON TRANSITION (MINNE2.EASON)

FAMUK TRANSITION (MINNE2.FAMUK)

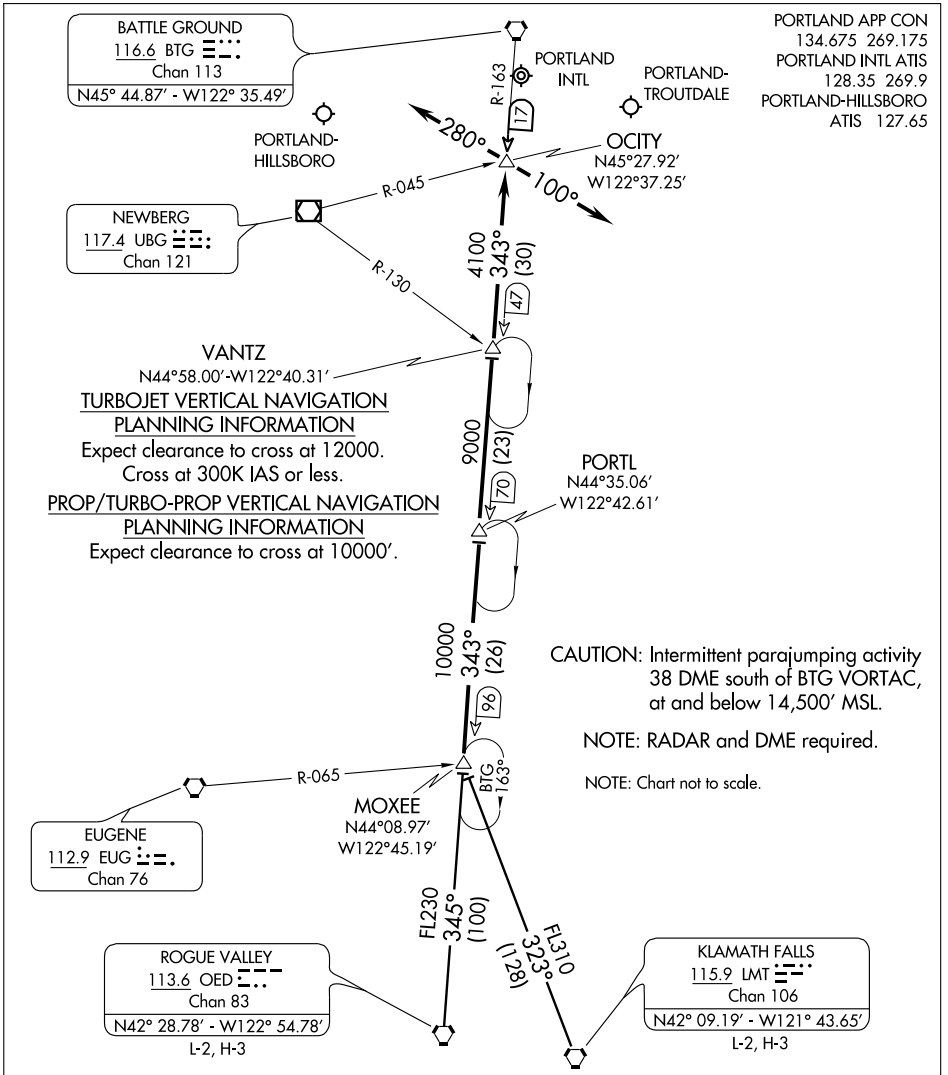
HISKU TRANSITION (MINNE2.HISKU)

NW-1, 26 AUG 2010 to 23 SEP 2010

MOXEE SIX ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON



KLAMATH FALLS TRANSITION (LMT.MOXEE6): From over LMT VORTAC via LMT R-323 to MOXEE INT. Thence . . . .

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence . . . .

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

Landing East - Depart OCITY INT heading 280° for vectors to final approach course.

Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

PORTLAND, OREGON

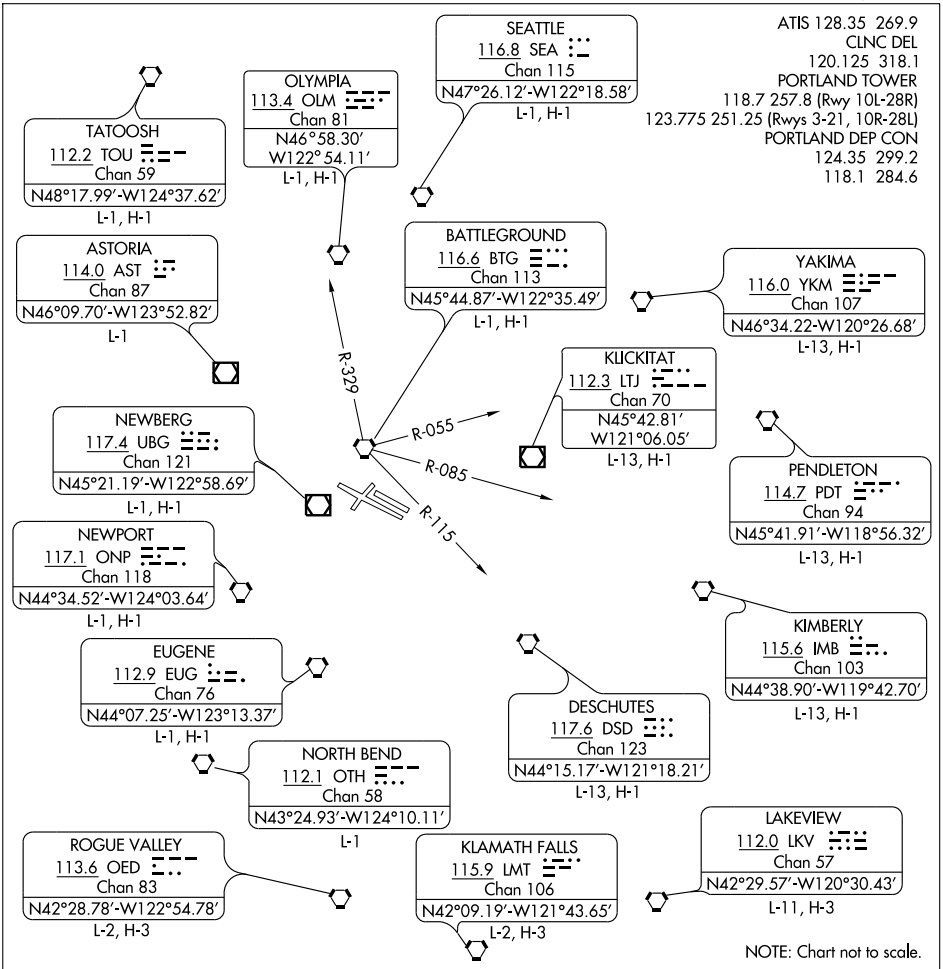
(MOXEE.MOXEE6) 07298

NW-1, 26 AUG 2010 to 23 SEP 2010

PORTLAND SIX DEPARTURE

SL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



TAKE-OFF MINIMUMS:
Rwy 3: Standard with minimum climb of 400' per NM to 2700.
Rwy 21: Standard with minimum climb of 450' per NM to 2900.
Rwy 10R: Standard with minimum climb of 375' per NM to 2700.
Rwy 10L: Standard with minimum climb of 350' per NM to 2700.
Rwy 28L: Standard with minimum climb of 375' per NM to 2900.
Rwy 28R: Standard with minimum climb of 350' per NM to 2900.

NOTE: RADAR REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climb heading 025° to 600 thence....
TAKE-OFF RWY 10L: Climb heading 099° to 500 thence...
TAKE-OFF RWY 10R: Climb heading 099° to 500 thence....
TAKE-OFF RWY 28L: Climb heading 279° to 800 thence....
TAKE-OFF RWY 28R: Climb heading 279° to 800 thence....
TAKE-OFF RWY 21: Climb heading 205° to 500 thence....
....via assigned heading expect radar vectors to assigned route/fix. Maintain 3000, expect filed altitude five minutes after departure.

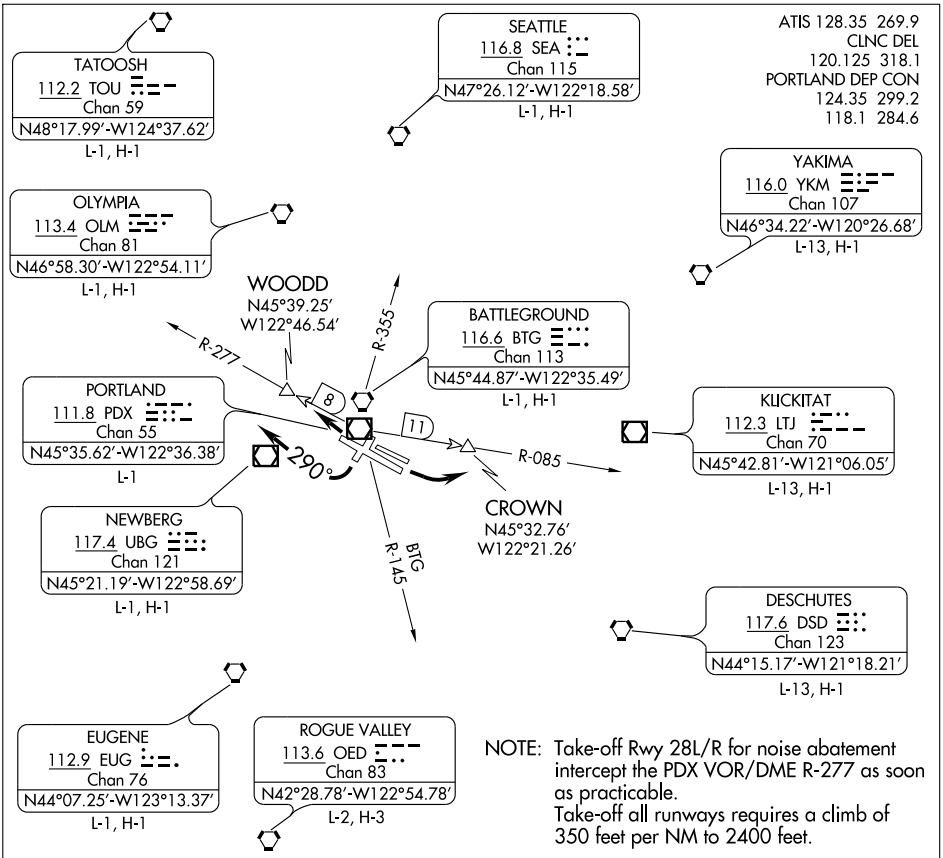
LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport, continue climb to assigned altitude and proceed direct BTG VORTAC. Continue climb via BTG R-329 within 10 NM to cross BTG VORTAC: BTG R-355 clockwise R-055 or R-085 clockwise R-115 at or above 5000 feet. Continue climb on course.

TAKE-OFF OBSTACLE NOTES:
Rwy 3: Signs, tower, trees, and vehicle on road beginning 468′ from DER, 28′ left of centerline, up to 100′ AGL/449′ MSL.
Poles, trees, and vehicle on road beginning 609′ from DER, 7′ left of centerline, up to 100′ AGL/416′ MSL.
Rwy 10L: Rising terrain and vehicle on road beginning 7′ from DER, 376′ left of centerline, up to 17′ AGL/60′ MSL.
Rwy 10R: Pole 1996′ from DER, 758′ right of centerline, 54′ AGL/74′ MSL.
Rwy 21: Trees beginning 1319′ from DER, 155′ right of centerline, up to 100′ AGL/318′ MSL.
Poles and trees beginning 353′ from DER, 36′ left of centerline, up to 100′ AGL/317′ MSL.
Rwy 28L: Trees 1873′ from DER, 836′ left of centerline, 50′ AGL/88′ MSL.
Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876′ from DER, 654′ right of centerline, up to 27′ AGL/69′ MSL.

NW-1, 26 AUG 2010 to 23 SEP 2010

RIVER SIX DEPARTURE

SL-330 (FAA)



NOTE: Take-off Rwy 28L/R for noise abatement intercept the PDX VOR/DME R-277 as soon as practicable.
Take-off all runways requires a climb of 350 feet per NM to 2400 feet.

NW-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 10L/R: Turn left, intercept and proceed via the PDX R-085 or as assigned, expect radar vectors to assigned route. Expect filed altitude/flight level 5 minutes after departure.

TAKE-OFF RUNWAY 21: Turn right fly heading 290° or as assigned, expect radar vectors on course. Expect filed altitude/flight level 5 minutes after departure.

TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via the PDX R-277 or as assigned, expect radar vectors to assigned route. Expect filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport or leaving 3,000', continue climb to assigned altitude and proceed direct to BTG VORTAC, thence via (assigned route). If proceeding via BTG VORTAC R-355 CW R-145, a 340 feet per NM climb is required to 13800 feet.

ALTERNATE LOST COMMUNICATIONS: When BTG VORTAC is out of service: If no contact with ATC leaving 3,000', continue climb to assigned altitude direct UBG VOR/DME.

WAAS	APP CRS	Rwy Idg	8000
CH 81804	099°	TDZE	30
W10B		Apt Elev	30

RNAV (GPS) RWY 10L

PORTLAND INTL (PDX)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

MALSR

MISSED APPROACH: Climb to 3800 direct NACIY WP and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1

Procedure NA for arrival at HOGUM on V165 southbound.

(IAF) PITER
3400 NoPT 127° (14.2)
1670
099°
4 NM
279°
1000
(IAF) HOGUM
3400 NoPT 064° (6.7)
(IF/IAF) BUXOM
2600
099° (3.4)
2000
099° (3.4)
TRAYL 3.4 NM to BLAZR
(FAF) BLAZR
3400 235° (11.7)
BATTLEGROUND BTG
2223
4400
2000
1000
519
500
437
513
542
298
428
441
RW10L
84
226
187
163
377
664
330
388
333
440±
440±
2049
546
2049
735
1618
1488
1129
1175
NACIY
279°
099°
4 NM
MSA RW10L 25 NM
5800

4 NM Holding Pattern
BUXOM
VGSI and RNAV glidepath not coincident.
3800
NACIY
TRAYL 3.4 NM to BLAZR
BLAZR
*1.6 NM to RW10L
*LNAV only
RW10L
3400
279°
099°
099°
2600
GS 3.00°
TCH 50
2000
3.4 NM
3.4 NM
4.3 NM
1.6

ELEV 30 D
099° to RW10L
TDZE 30
101
108
10
8000 X 150
21
291
96±
6320 X 150
10R
1100 X 150
28L
28R
96±
130±

CATEGORY	A	B	C	D
LPV DA	330/24 300 (300-½)			
LNAV/VNAV DA	800-2¼ 770 (800-2¼)			800-2½ 770 (800-2½)
LNAV MDA	580/24 550 (600-½)		580/50 550 (600-1)	580/60 550 (600-1¼)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 10R

PORTLAND INTL (PDX)

WAAS	APP CRS	Rwy Idg	11000
CH 40004	099°	TDZE	24
W10A		Apt Elev	30

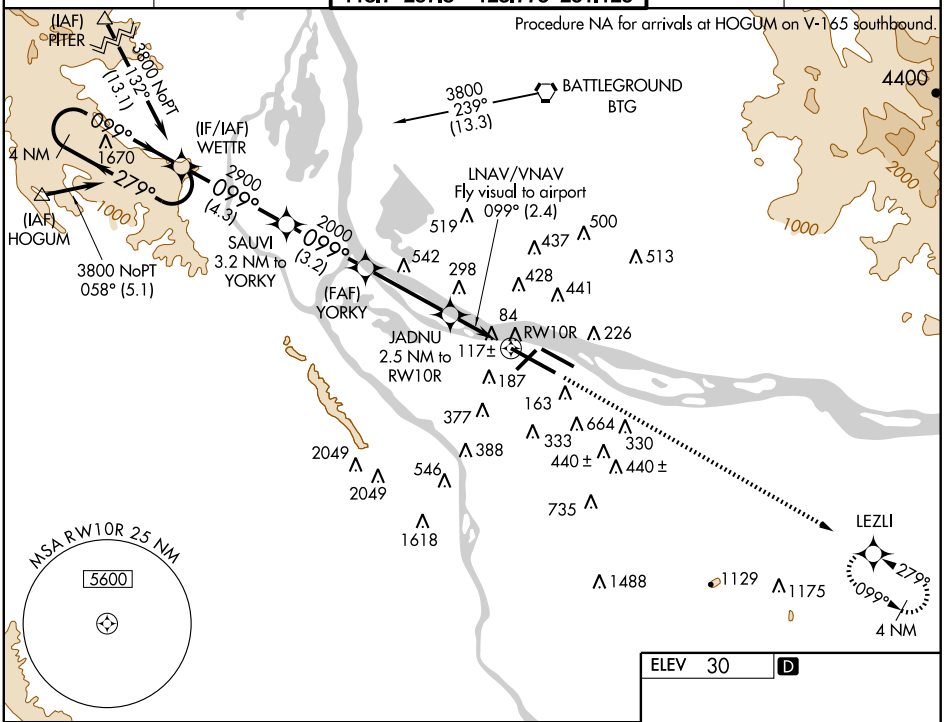
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4F).
Inoperative table does not apply to LNAV/VNAV all Cats.
For inoperative ALSF-2 increase LPV visibility to RVR 6000.

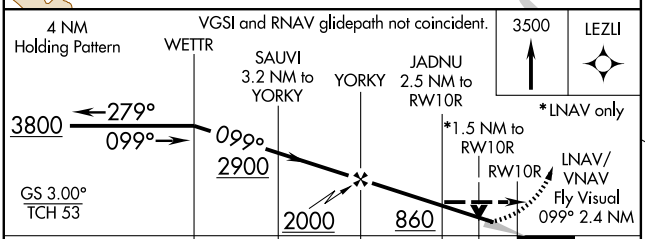
ALSF-2

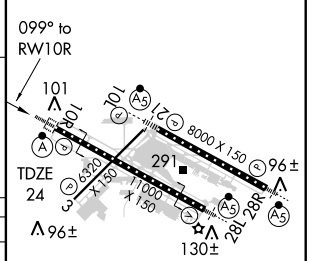
MISSED APPROACH: Climb to 3500 direct LEZLI and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1

Procedure NA for arrivals at HOGUM on V-165 southbound.







CATEGORY	A	B	C	D
LPV DA	390/40 366 (400-¾)			
LNAV/VNAV DA	660-2 636 (700-2)			
LNAV MDA	540/24 516 (600-½)		540/50 516 (600-1)	540/60 516 (600-1¼)
CIRCLING	720-5 690 (700-5)	740-5 710 (800-5)		1020-5 990 (1000-5)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 28L

PORTLAND INTL (PDX)

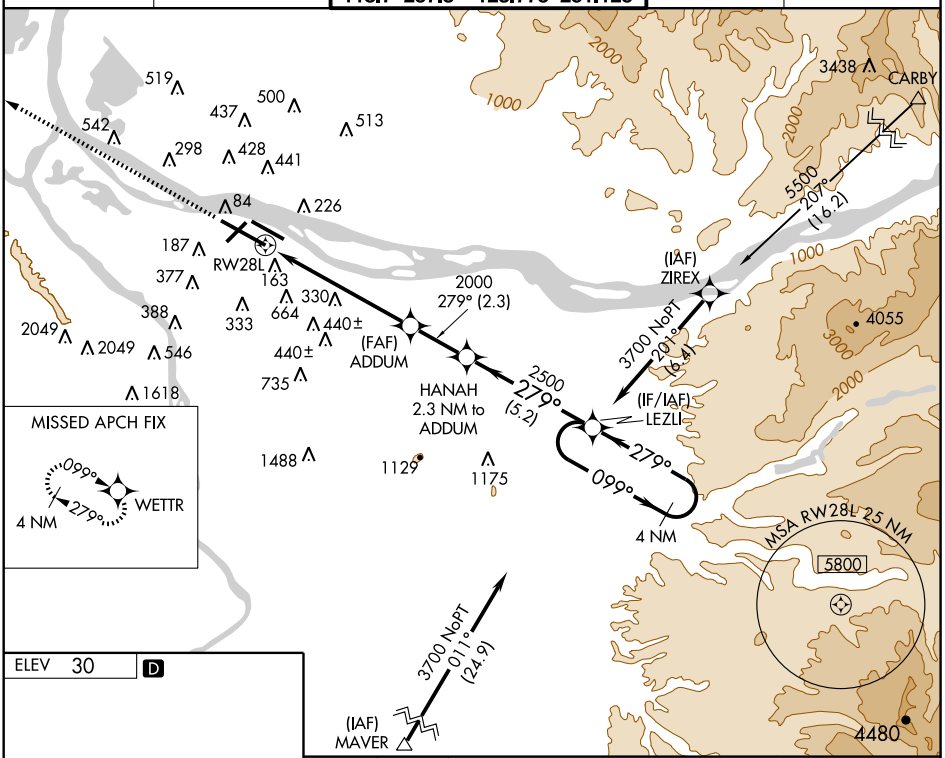
WAAS	APP CRS	Rwy Idg	11000
CH 56205	279°	TDZE	23
W28B		Apt Elev	30

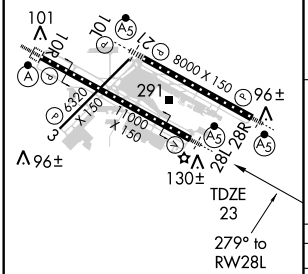
T A — DME/DME RNP-0.3 NA.

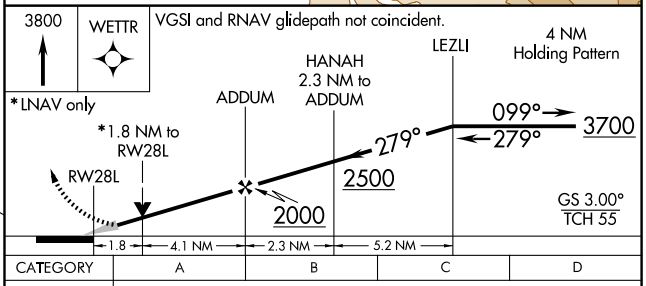
MALSR

MISSED APPROACH: Climb to 3800 direct WETTR and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1







CATEGORY	A	B	C	D
LPV DA	340/24 317 (400-½)			
LNAV MDA	660/24 637 (700-½)		660/60 637 (700-1¼)	660-1½ 637 (700-1½)
CIRCLING	720-1½ 690 (700-1½)	740-1½ 710 (800-1½)	740-2 710 (800-2)	1020-3 990 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8000
CH 60905	279°	TDZE	30
W28A		Apt Elev	30

RNAV (GPS) RWY 28R

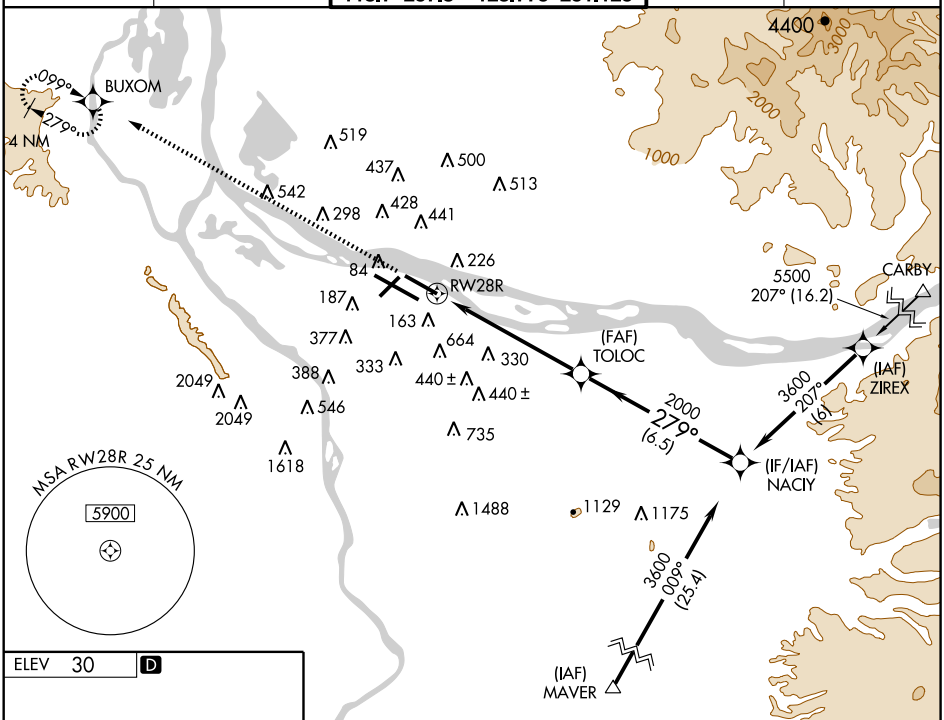
PORTLAND INTL (PDX)

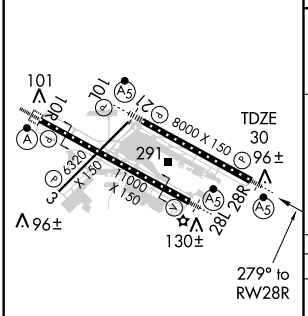
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000.
For inoperative MALSR increase LPV visibility to RVR 5000 all Cats.

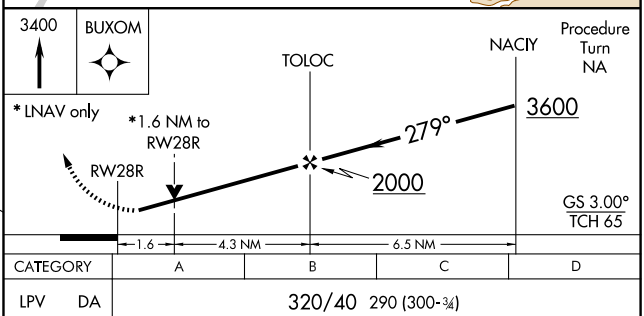
MALSR

MISSED APPROACH: Climb to 3400 direct BUXOM and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1







CATEGORY	A	B	C	D
LPV DA	320/40 290 (300-¾)			
LNAV/VNAV DA	540/60 510 (600-1¼)			
LNAV MDA	600/40 570 (600-¾)		600/50 570 (600-1)	600/60 570 (600-1¼)
CIRCLING	720-1¾ 690 (700-1¾)	740-1¾ 710 (800-1¾)	740-2 710 (800-2)	1020-3 990 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 28L

PORTLAND INTL (KPDX)

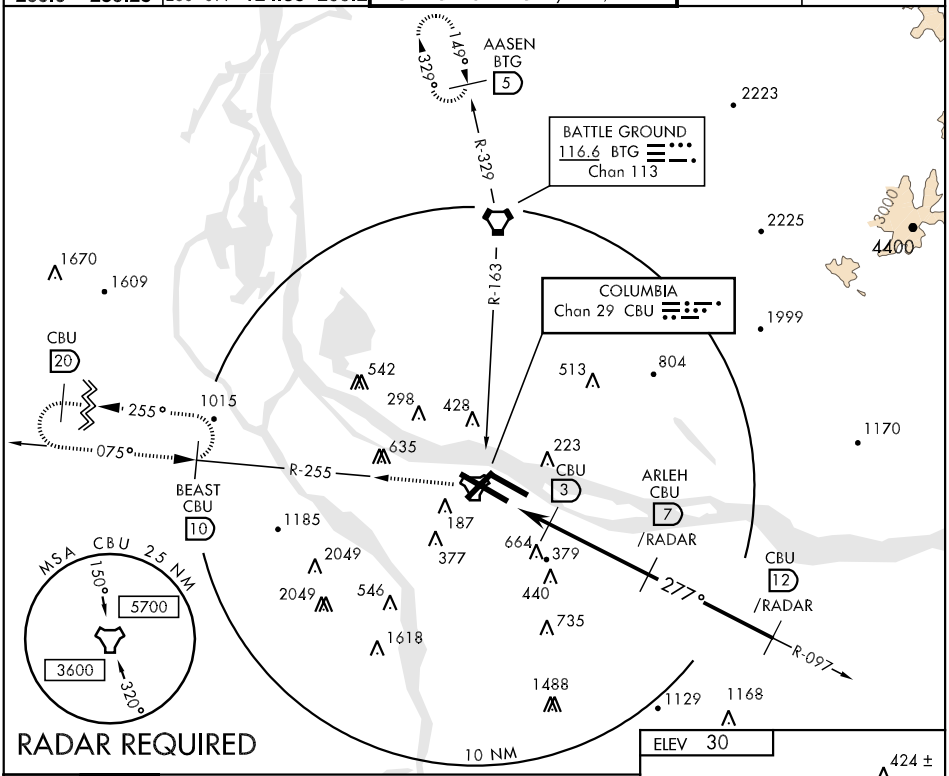
TACAN	CBU	APCH CRS	Rwy Idg	11,000
Chan	29	277°	TDZE	23
			Arpt Elev	30

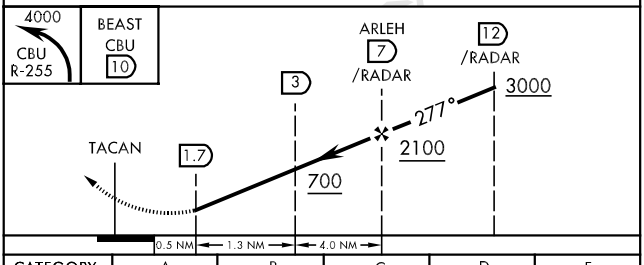
AL-330 [USAF]

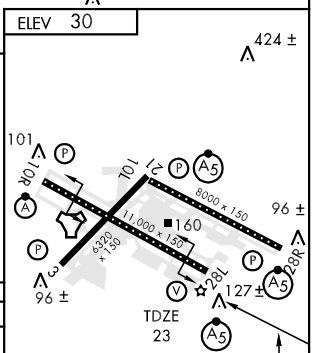
MALSR

MISSED APPROACH: Climbing left turn to 4000 via CBU R-255 to BEAST INT/CBU 10 DME and hold, or when directed by ATC climb to 4000 via BTG R-163 to BTG VORTAC then via BTG R-329 to AASEN INT and hold.

ARR ATIS DEP	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
128.35 120.625	100°-279° 118.1 284.6	118.7 257.8 Rwy 10L-28R	121.9 348.6	120.125 318.1
269.9 239.25	280°-099° 124.35 299.2	123.775 251.125 Rwy 3-21, 10R-28L		







CATEGORY	A	B	C	D	E
S-28L	600/50 577 (600-1)		600-1½ 577 (600-1½)	600-1¾ 577 (600-1¾)	600-2 577 (600-2)
CIRCLING	720-1	690 (700-1)	740-2 710 (800-2)	980-3 950 (1000-3)	1060-3 1030 (1100-3)

REIL Rwy 3-21
TDZL/CL 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R , 28L-10R

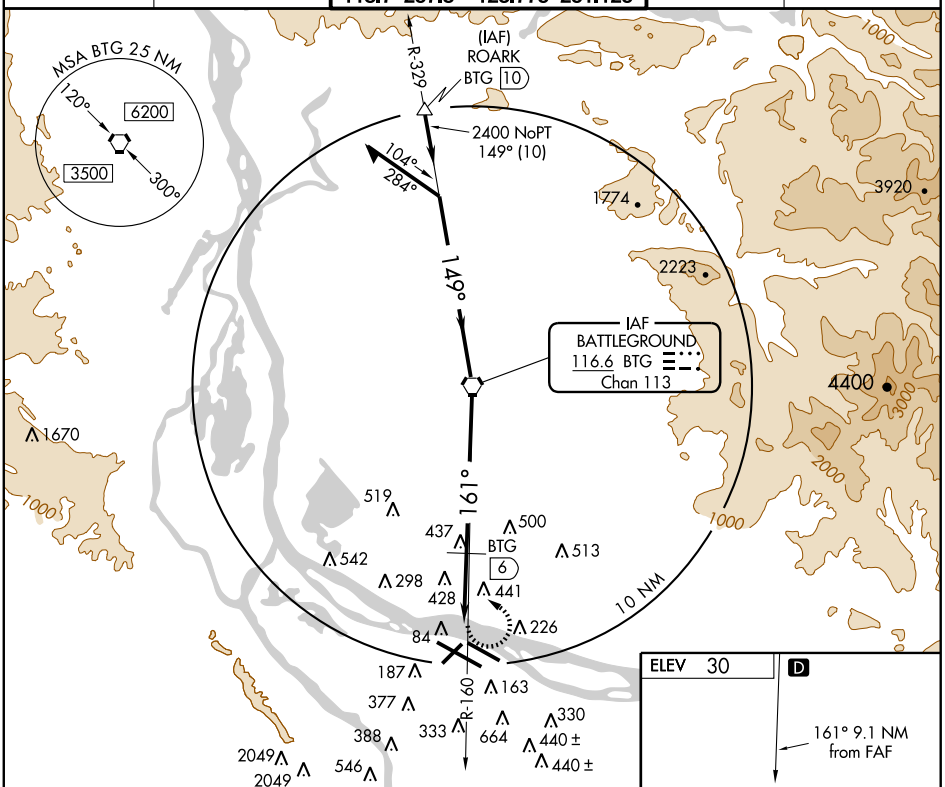
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

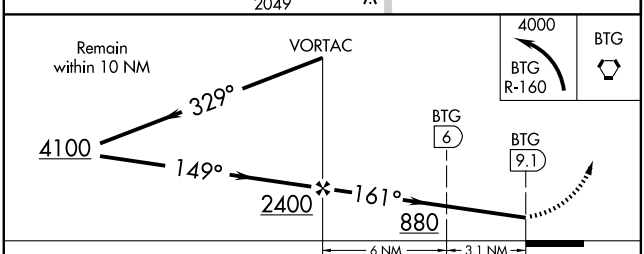
VORTAC BTG	APP CRS	Rwy Idg	N/A
116.6	161°	TDZE	N/A
Chan 113		Apt Elev	30

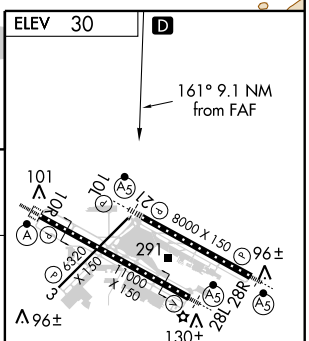
VOR-A
PORTLAND INTL (PDX)

MISSED APPROACH: Climbing left turn to 4000 via BTG R-160 to BTG VORTAC.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1







CATEGORY	A	B	C	D
CIRCLING	880-1 850 (900-1)	880-1¼ 850 (900-1¼)	880-2½ 850 (900-2½)	1020-3 990 (1000-3)
DME MINIMA				
CIRCLING	740-1 710 (800-1)		740-2 710 (800-2)	1020-3 990 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 9.1 NM					
Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME PDX	APP CRS	Rwy Idg	6320
111.8	215°	TDZE	27
Chan 55		Apt Elev	30

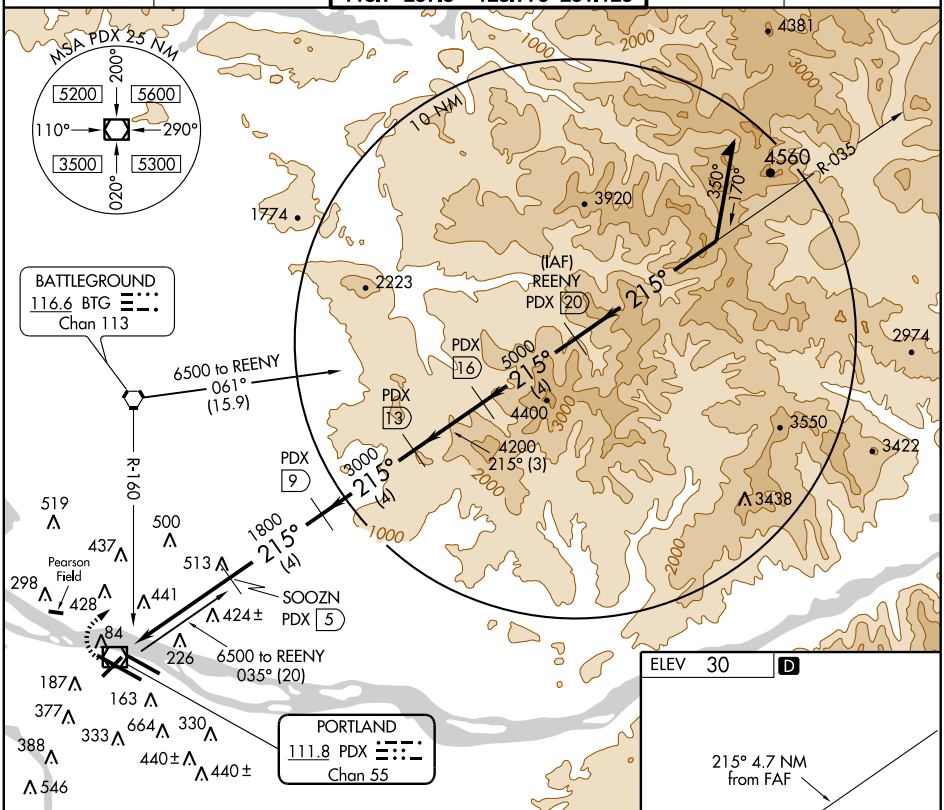
VOR/DME RWY 21

PORTLAND INTL (PDX)

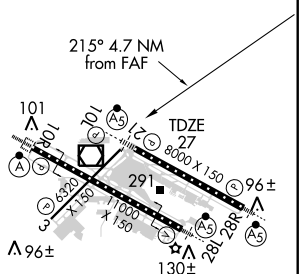
Visibility reduction by helicopters NA.

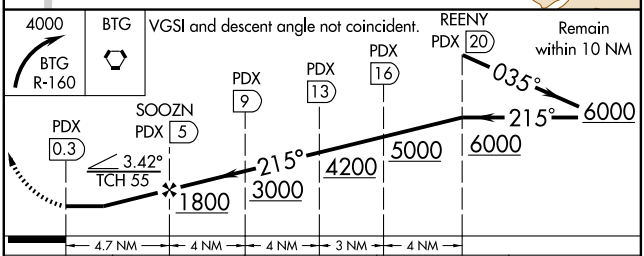
MISSED APPROACH: Climbing right turn to 4000 via BTG R-160 to BTG VORTAC.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1



ELEV 30 D





CATEGORY	A	B	C	D
S-21	720-1 693 (700-1)		720-2 693 (700-2)	720-2¼ 693 (700-2¼)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME PDX	APP CRS	Rwy Idg	8000
111.8	272°	TDZE	26
Chan 55		Apt Elev	30

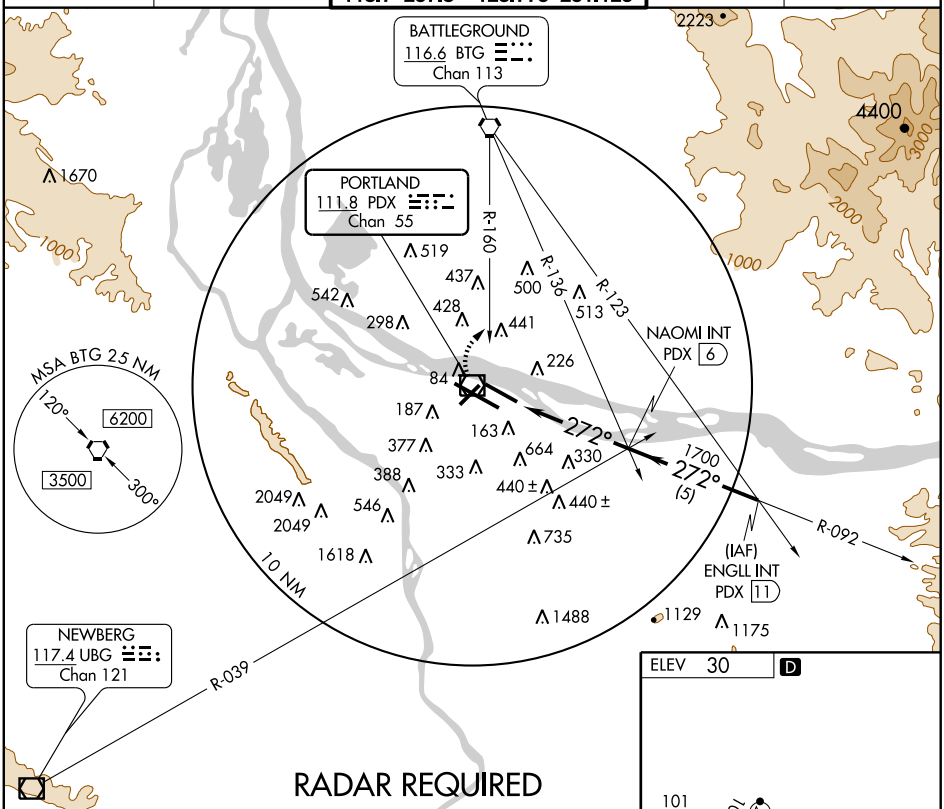
VOR RWY 28R
PORTLAND INTL (PDX)

Inoperative table applies only to Cat. C and D.

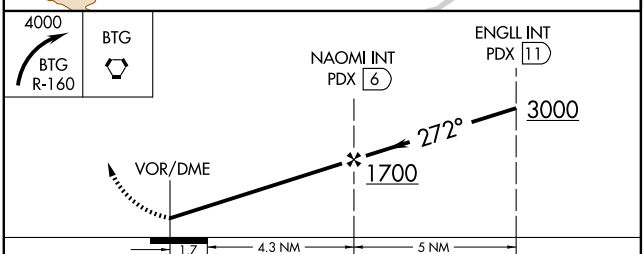
MALSR

MISSED APPROACH: Climbing right turn to 4000 via BTG R-160 to BTG VORTAC.

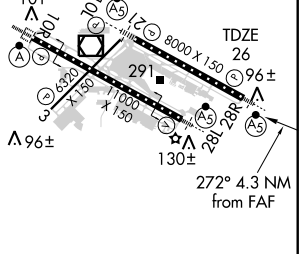
ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1



RADAR REQUIRED



CATEGORY	A	B	C	D
S-28R	600/50 574 (600-1)			600/60 574 (600-1¼)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)

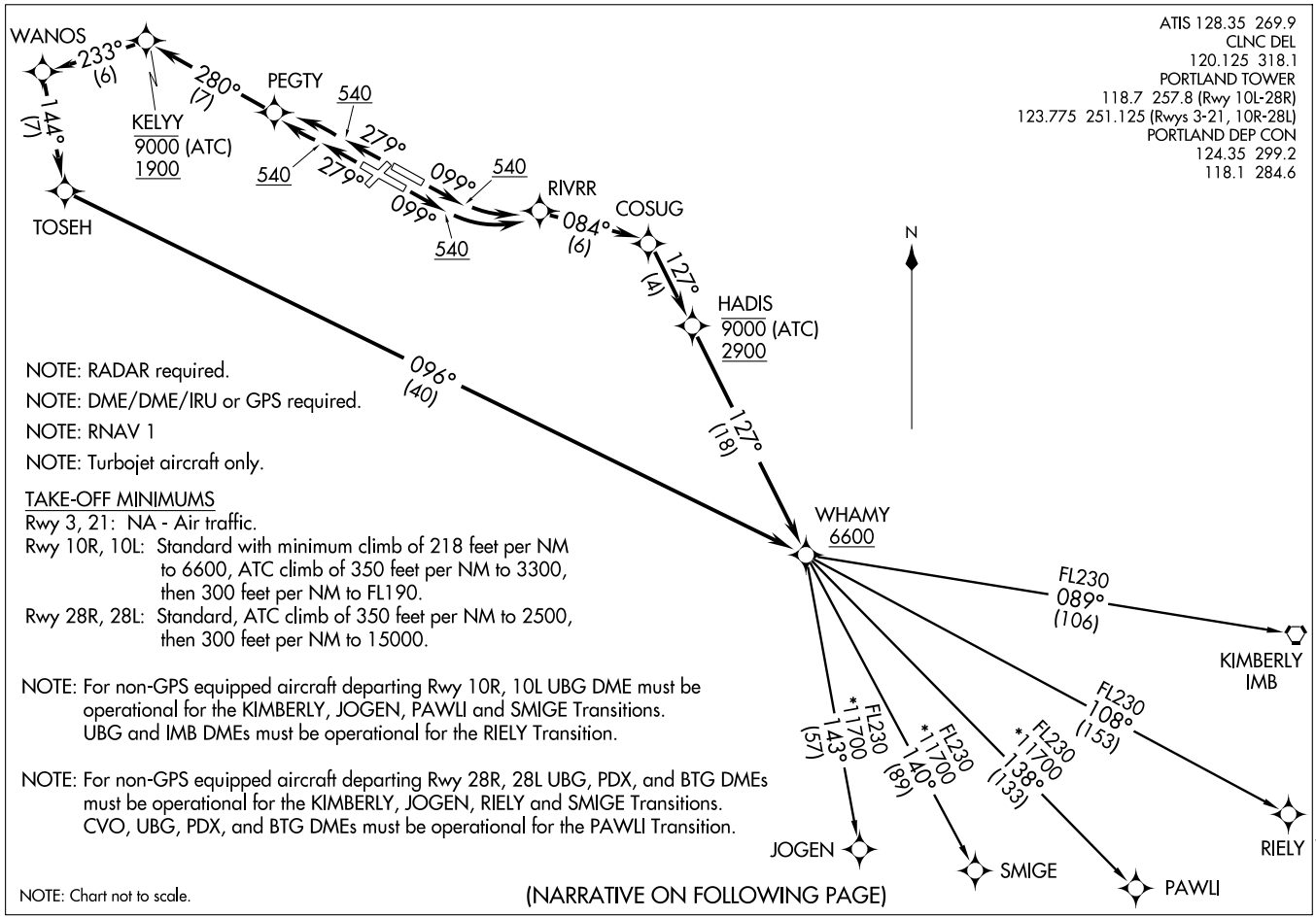


REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwys 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 26 AUG 2010 to 23 SEP 2010

WHAMY ONE DEPARTURE (RNAV)

(WHAMY1.WHAMY) 09295



NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1

NOTE: Turbojet aircraft only.

TAKE-OFF MINIMUMS

Rwy 3, 21: NA - Air traffic.

Rwy 10R, 10L: Standard with minimum climb of 218 feet per NM to 6600, ATC climb of 350 feet per NM to 3300, then 300 feet per NM to FL190.

Rwy 28R, 28L: Standard, ATC climb of 350 feet per NM to 2500, then 300 feet per NM to 15000.

NOTE: For non-GPS equipped aircraft departing Rwy 10R, 10L UBG DME must be operational for the KIMBERLY, JOGEN, PAWLI and SMIGE Transitions. UBG and IMB DMEs must be operational for the RIELY Transition.

NOTE: For non-GPS equipped aircraft departing Rwy 28R, 28L UBG, PDX, and BTG DMEs must be operational for the KIMBERLY, JOGEN, RIELY and SMIGE Transitions. CVO, UBG, PDX, and BTG DMEs must be operational for the PAWLI Transition.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(WHAMY1.WHAMY) 09295

WHAMY ONE DEPARTURE (RNAV)

SL-330 (FAA)

PORTLAND INTL (PDX)

PORTLAND, OREGON

PORTLAND INTL (PDX)

PORTLAND, OREGON

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY at or above 6600, thence....

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

JOGEN TRANSITION (WHAMY1.JOGEN)

KIMBERLY TRANSITION (WHAMY1.IMB)

PAWLI TRANSITION (WHAMY1.PAWLI)

RIELY TRANSITION (WHAMY1.RIELY)

SMIGE TRANSITION (WHAMY1.SMIGE)

TAKE-OFF OBSTACLE NOTES

Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline, up to 17' AGL/60' MSL.
Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL
Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL.
Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

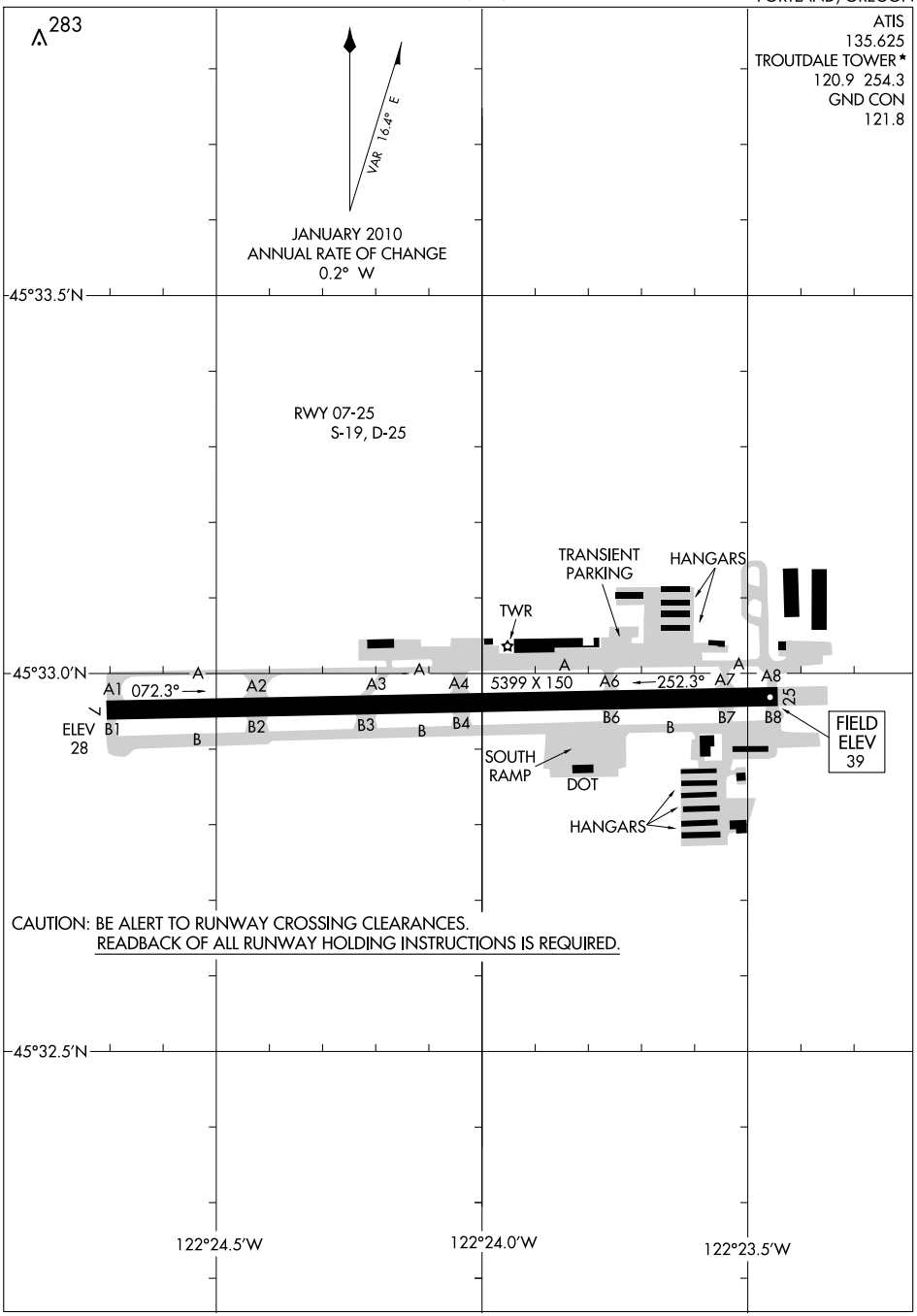
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-649 (FAA)

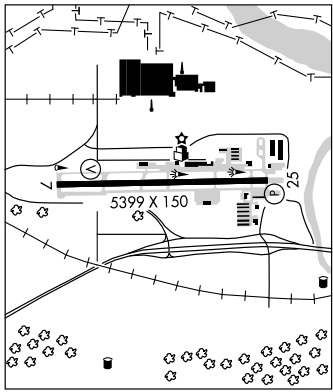
PORTLAND-TROUTDALE (TTD)

PORTLAND, OREGON



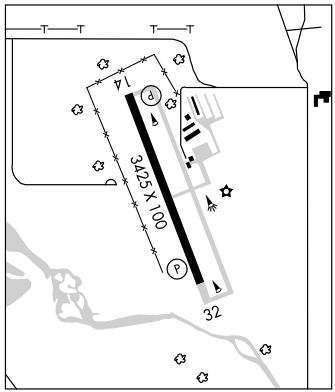
NW-1, 26 AUG 2010 to 23 SEP 2010

PORTLAND–TROUTDALE (TTD) 10 E UTC−8(−7DT) N45°32.96′ W122°24.08′ SEATTLE
39 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE TTD H–1B, L–1C
RWY 07–25: H5399X150 (ASPH) S–19, D–25 MIRL IAP, AD
RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 50′. Trees.
RWY 25: REIL. PAPI(P4L)–GA 3.0° TCH 47′. Trees.
AIRPORT REMARKS: Attended 1500–0600Z‡. CAUTION: Migratory flocks of waterfowl on and invof arpt. Portland Intl arpt (PDX) Rwy 10L–28R extended centerline crosses arpt, ATCT may issue restrictions due to PDX tfc. Ldg fee. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Rwy 25 PAPI is baffled 08° left and right of centerline. ACTIVATE MIRL Rwy 07–25—CTAF. Rwy 07 VASI and PAPI Rwy 25 opr continously.
WEATHER DATA SOURCES: ASOS 135.625 (503) 492–2887.
COMMUNICATIONS: CTAF 120.9 **ATIS** 135.625 (503) 492–7634
UNICOM 122.95
Ⓡ **PORTLAND APP CON** 124.35 (280°–099°) 118.1 (100°–279°)
Ⓡ **PORTLAND DEP CON** 124.35
TROUTDALE TOWER 120.9 (1500–0600Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1500–0600Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.
BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 125° 14.4 NM to fld. 253/21E.
LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ 059° 2.6 NM to fld.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at tower.



PORTLAND–MULINO

MULINO STATE (4S9) 20 S UTC−8(−7DT) N45°12.98′ W122°35.41′ SEATTLE
260 B S8 NOTAM FILE MMV L–1B
RWY 14–32: H3425X100 (ASPH) MIRL
RWY 14: PAPI(P2L)—GA 3.0° TCH 43′. Fence. Rgt tfc.
RWY 32: PAPI(P2L)—GA 3.0° TCH 33′.
AIRPORT REMARKS: Unattended. Be alert for weekend glider activity. Birds on and invof arpt. Rwy 14 designated calm wind rwy. ACTIVATE MIRL Rwy 14–32, twy lgts, and windcone—CTAF. PAPI Rwy 14 and Rwy 32 operate 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 123.05
PORTLAND CLNC DEL 119.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 095° 18.4 NM to fld. 1440/21E. **HIWAS.**

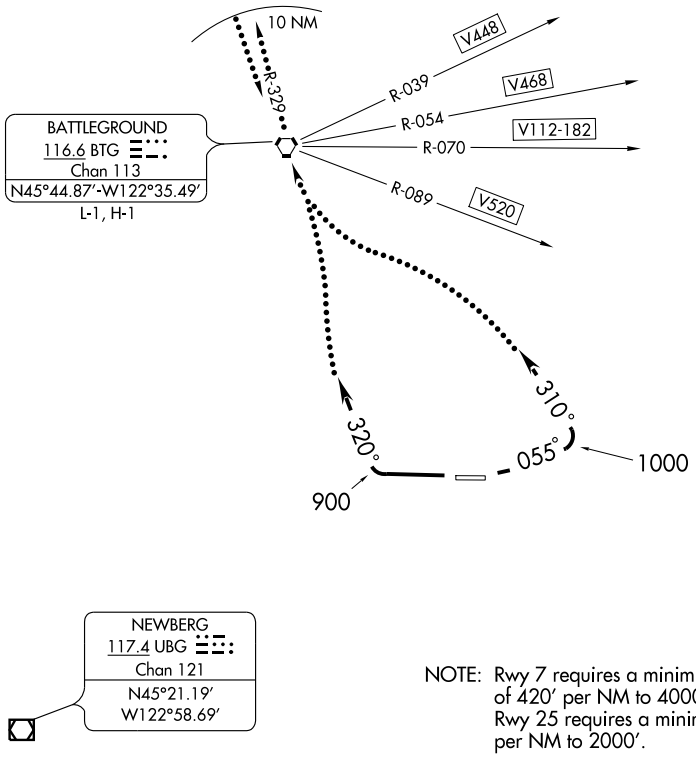


POWERS (6S6) 1 SE UTC−8(−7DT) N42°52.17′ W124°03.56′ KLAMATH FALLS
326 TPA—1326(1000) NOTAM FILE MMV
RWY 13–31: 2500X60 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Unattended. Arpt in valley surrounded by high terrain. Livestock and wildlife on and invof arpt.
COMMUNICATIONS: CTAF 122.9

BLUE LAKE THREE DEPARTURE

SL-649 (FAA)

CTAF 120.9



NOTE: Rwy 7 requires a minimum climb gradient of 420′ per NM to 4000′.
Rwy 25 requires a minimum climb of 310′ per NM to 2000′.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb via heading 055° to 1000′, then turn left to 310° or as assigned.

TAKE-OFF RUNWAY 25: Climb runway heading to 900′, then turn right to 320° or as assigned.

LOST COMMUNICATIONS: Proceed direct to BTG VORTAC. Continue climb on the BTG R-329 within 10 NM to cross BTG VORTAC at or above: NE-bound V448, 9400′; NE-bound V468, 4500′; E-bound V112, V182, V520, 4700′; for non airways BTG R-355 CW BTG R-120, 8800′; all others, 2500′.

ALTERNATE LOST COMMUNICATIONS PROCEDURE: When BTG VORTAC is out of service: if no contact with ATC leaving 3000′, continue climb to assigned altitude and proceed direct to UBG VOR/DME, thence via assigned route.

NW-1, 26 AUG 2010 to 23 SEP 2010

HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

NW-1, 26 AUG 2010 to 23 SEP 2010

PORTLAND APP CON
124.35 299.2
PORTLAND INTL ATIS
128.35 269.9
PORTLAND-HILLSBORO ATIS
127.65

SEATTLE
116.8 SEA
Chan 115
N47°26.12'-W122°18.58'
L-1, H-1

10000
*9700
161°
(71)

R-360

HELNS
N46°15.42'
W122°18.58'

33

10000
180°
(11)

KRATR
N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .
PROP/TURBOPROP: Cross at and maintain 10,000'.
TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less.

BATTLE GROUND
116.6 BTG
Chan 113
N45°44.87'-W122°35.49'

7000
(22)

R-360

280°

110°

PORTLAND INTL

PORTLAND-HILLSBORO

PORTLAND-TROUTDALE

AURORA STATE

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....
.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....
LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.
LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

HELNS FOUR ARRIVAL

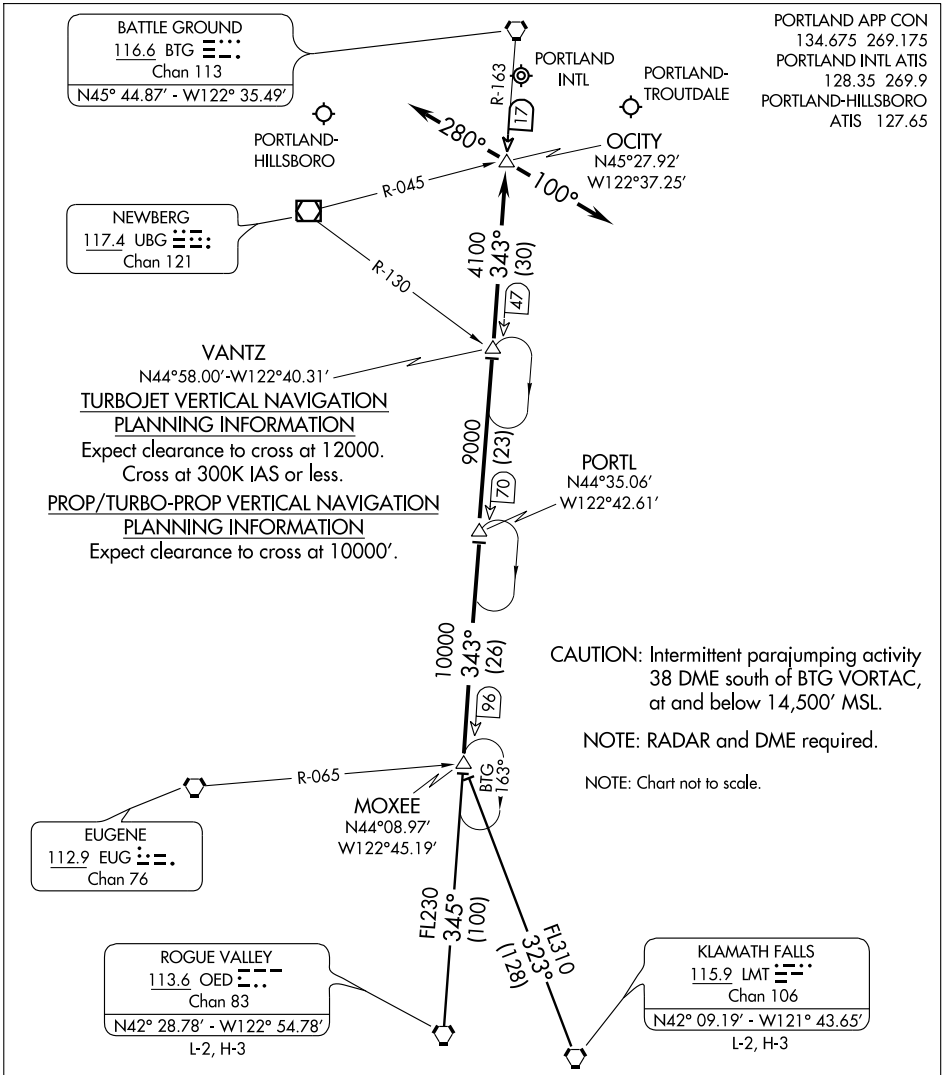
PORTLAND, OREGON

(HELNS.HELNS4) 03135

MOXEE SIX ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON



KLAMATH FALLS TRANSITION (LMT.MOXEE6): From over LMT VORTAC via LMT R-323 to MOXEE INT. Thence . . . .

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence . . . .

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

Landing East - Depart OCITY INT heading 280° for vectors to final approach course.

Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

PORTLAND, OREGON

(MOXEE.MOXEE6) 07298

NW-1, 26 AUG 2010 to 23 SEP 2010

NDB LBH 332	APP CRS 057°	Rwy Idg N/A TDZE N/A Apt Elev 35

NDB or GPS-A

PORTLAND-TROUTDALE (TTD)

If local altimeter setting not received procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 via BTG R-125 to BTG VORTAC.

ATIS	PORTLAND APP CON	TROUTDALE TOWER ★	GND CON	UNICOM
135.625	124.35 299.2	120.9 (CTAF) L 254.3	121.8	122.95

RADAR REQUIRED

BATTLEGROUND 116.6 BTG Chan 113

LAKER 332 LBH

MSA LBH 25 NM

4100 · 170° · 6100 · 080° · 3100 · 350°

R-162 · R-147 · R-125

Portland Int · CABBA INT · DUCKI INT · (MASGD)

057° · 237°

10 NM

4400 · 3438 · 4055 · 1474 ± · 2049 · 1618 · 664 · 735 · 283 · 151 · 293 · 236 · 471 · 380 · 619 · 1488 · 1129 · 1168 · 991

Lost Communications: Proceed direct to Battleground VORTAC at 4000 or last assigned altitude, whichever is higher, and execute the VOR-A approach to Portland International Airport.

ELEV 35

205

TWR 106

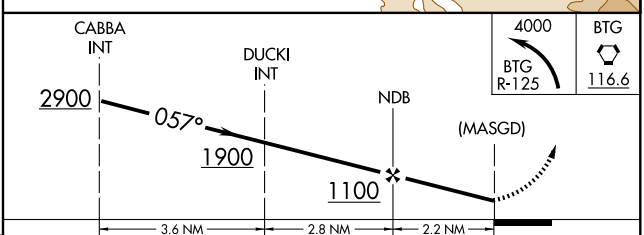
5399 X 150

25

057° 2.2 NM from FAF

REIL Rwys 7 and 25

MIRL Rwy 7-25 L

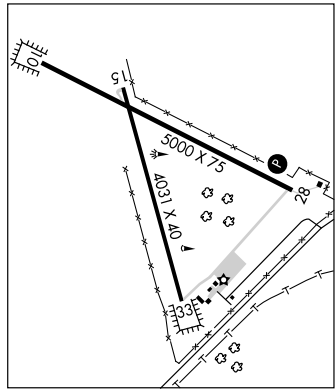


FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

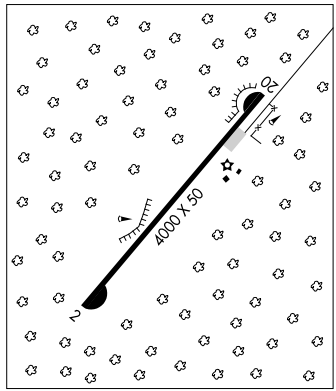
CATEGORY	A	B	C	D
CIRCLING	1040-1¼ 1005 (1100-1¼)	1060-1½ 1025 (1100-1½)	1060-3 1025 (1100-3)	1300-3 1265 (1300-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

PRINEVILLE (S39) 3 SW UTC−8(−7DT) N44°17.22′ W120°54.23′ KLAMATH FALLS
3250 B S4 **FUEL** 100LL, JET A NOTAM FILE MMV H–1B, L–13A
RWY 10–28: H5000X75 (ASPH) S–30 MIRL IAP
RWY 10: Trees. **RWY 28:** PAPI(P4R)—GA 3.0° TCH 41′.
RWY 15–33: H4031X40 (ASPH) S–5 LIRL
RWY 33: Trees.
AIRPORT REMARKS: Attended Oct–Apr 1500–0100Z‡, May–Sep 1500–0200Z‡. 24 hr card lock self-svc fuel avbl. Deer on and invof arpt. Rwy 15–33 limited by arpt operator to 5000 lbs max weight. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 28, and LIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 065° 17.4 NM to fld. 4101/18E. **HIWAS.**
BODEY NDB (HW/LOM) 411 RD N44°18.48′ W121°01.14′ 086° 5.1 NM to fld. NDB unusable 091°–111° byd 25 NM blo 14,000′.



PROSPECT STATE (64S) 1 S UTC−8(−7DT) N42°44.59′ W122°29.29′ KLAMATH FALLS
2578 B TPA—3578(1000) NOTAM FILE MMV L–2J
RWY 02–20: H4000X50 (ASPH) LIRL
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Unattended. Irregular winter maintenance, arpt may be clsd by snow. 80′–100′ trees within 200′ of rwy centerline both sides of rwy. Turf tie down area rough.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.
ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28.77′ W122°54.78′ 031° 24.6 NM to fld. 2083/19E. **HIWAS.**



PUMIE N42°27.06′ W122°54.80′. NOTAM FILE MFR. KLAMATH FALLS
NDB (LOM) 373 MF 140° 4.9 NM to Rogue Valley Intl.
LOM unusable 260°–270° beyond 10NM all altitudes.

REDMOND N44°15.25′ W121°09.15′ KLAMATH FALLS
RCO 122.5 (MC MINNVILLE RADIO) L–13A

DESCHUTES ONE DEPARTURE (RNAV)

(DSD1.DSD) 07074

DEPARTURE ROUTE DESCRIPTION

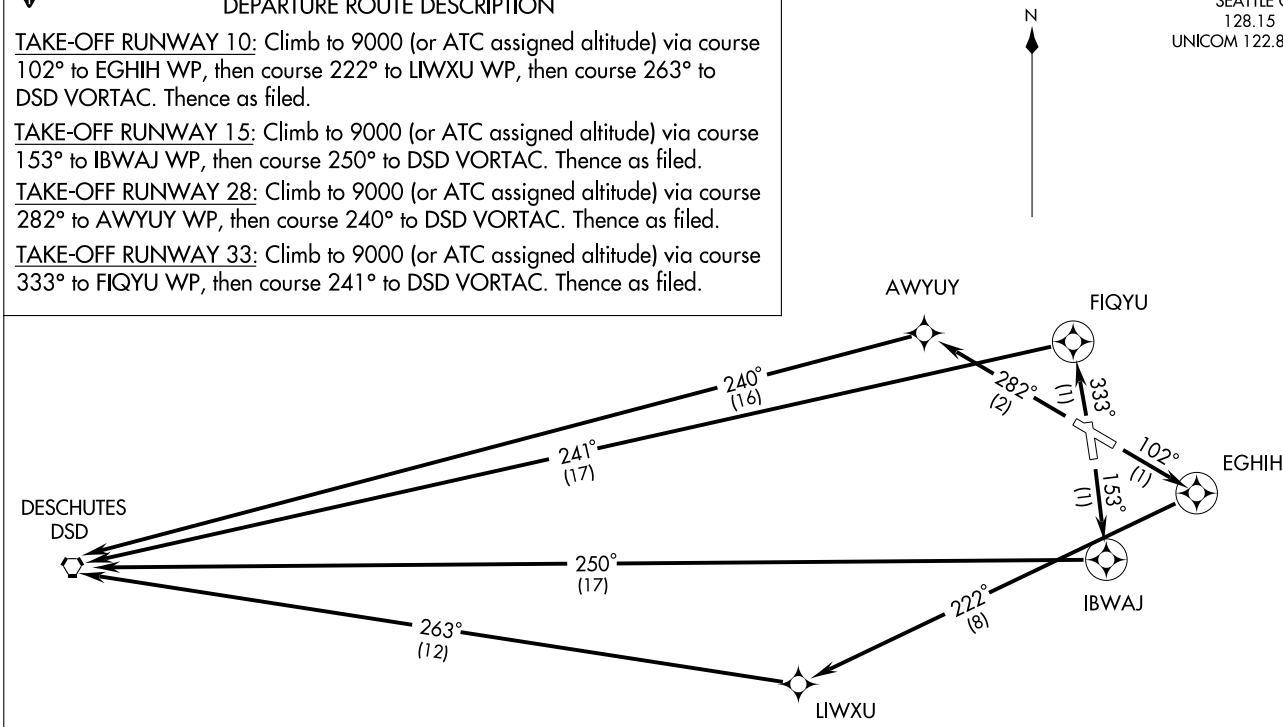
TAKE-OFF RUNWAY 10: Climb to 9000 (or ATC assigned altitude) via course 102° to EGHIH WP, then course 222° to LIWXU WP, then course 263° to DSD VORTAC. Thence as filed.

TAKE-OFF RUNWAY 15: Climb to 9000 (or ATC assigned altitude) via course 153° to IBWAJ WP, then course 250° to DSD VORTAC. Thence as filed.

TAKE-OFF RUNWAY 28: Climb to 9000 (or ATC assigned altitude) via course 282° to AWYUY WP, then course 240° to DSD VORTAC. Thence as filed.

TAKE-OFF RUNWAY 33: Climb to 9000 (or ATC assigned altitude) via course 333° to FIQYU WP, then course 241° to DSD VORTAC. Thence as filed.

SEATTLE CENTER
128.15 257.75
UNICOM 122.8 (CTAF)



NOTE: Standard with minimum climb gradient of 400′ per NM to 9000′, except V25 North requires minimum climb gradient of 400′ per NM to 7000′.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

SL-9340 (FAA)

PRINEVILLE, OREGON
PRINEVILLE (S39)

LOM RD	APP CRS		
411	083°	Rwy Idg	5000
		TDZE	3250
		Apt Elev	3250

NDB RWY 10

PRINEVILLE (S39)

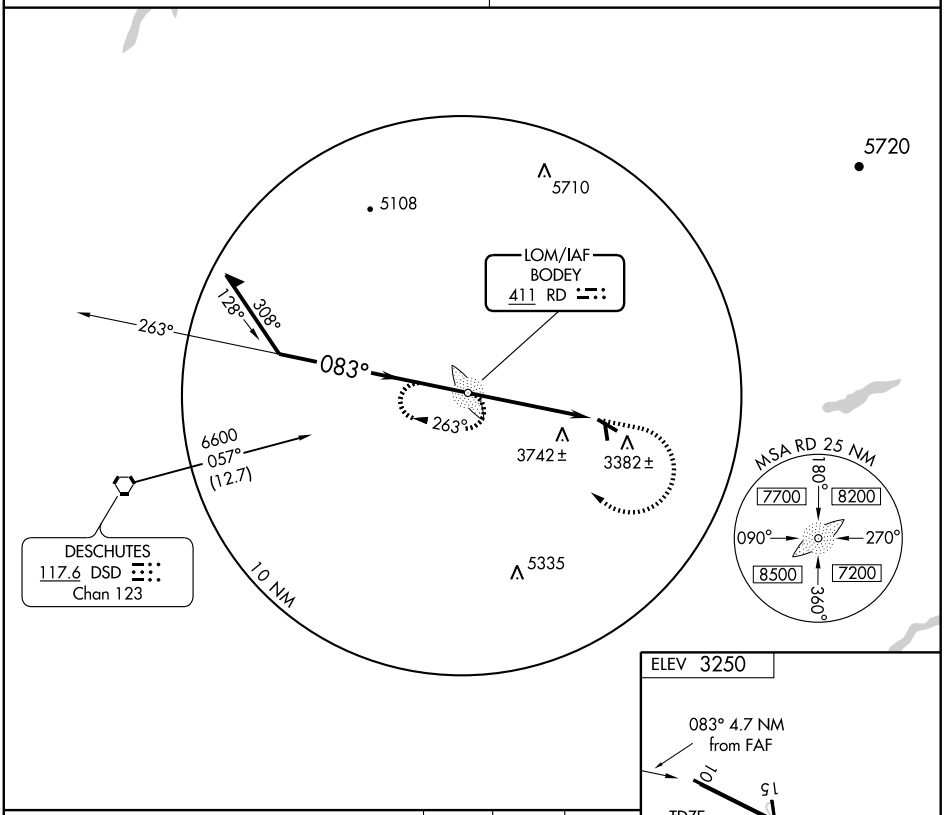
T
A NA

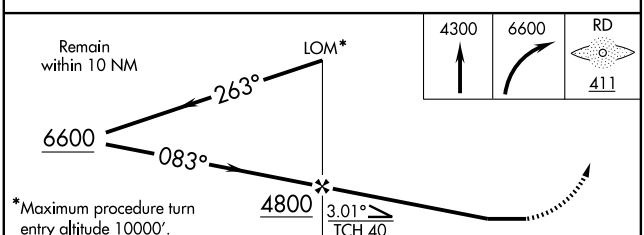
Use Roberts Field altimeter setting.

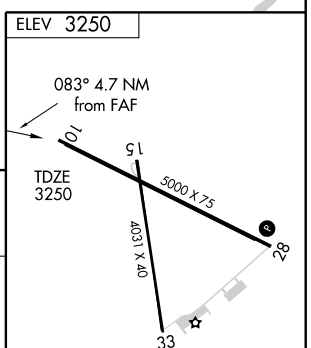
MISSED APPROACH: Climb to 4300 then climbing right turn to 6600 direct RD LOM and hold.

SEATTLE CENTER	UNICOM
128.15 257.75	122.8 (CTAF) L

NW-1, 26 AUG 2010 to 23 SEP 2010







CATEGORY	A	B	C	D
S-10	4100-1 850 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)
CIRCLING	4100-1 850 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)

MIRL Rwy 10-28 L
LIRL Rwy 15-33 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

RNAV (GPS) RWY 10

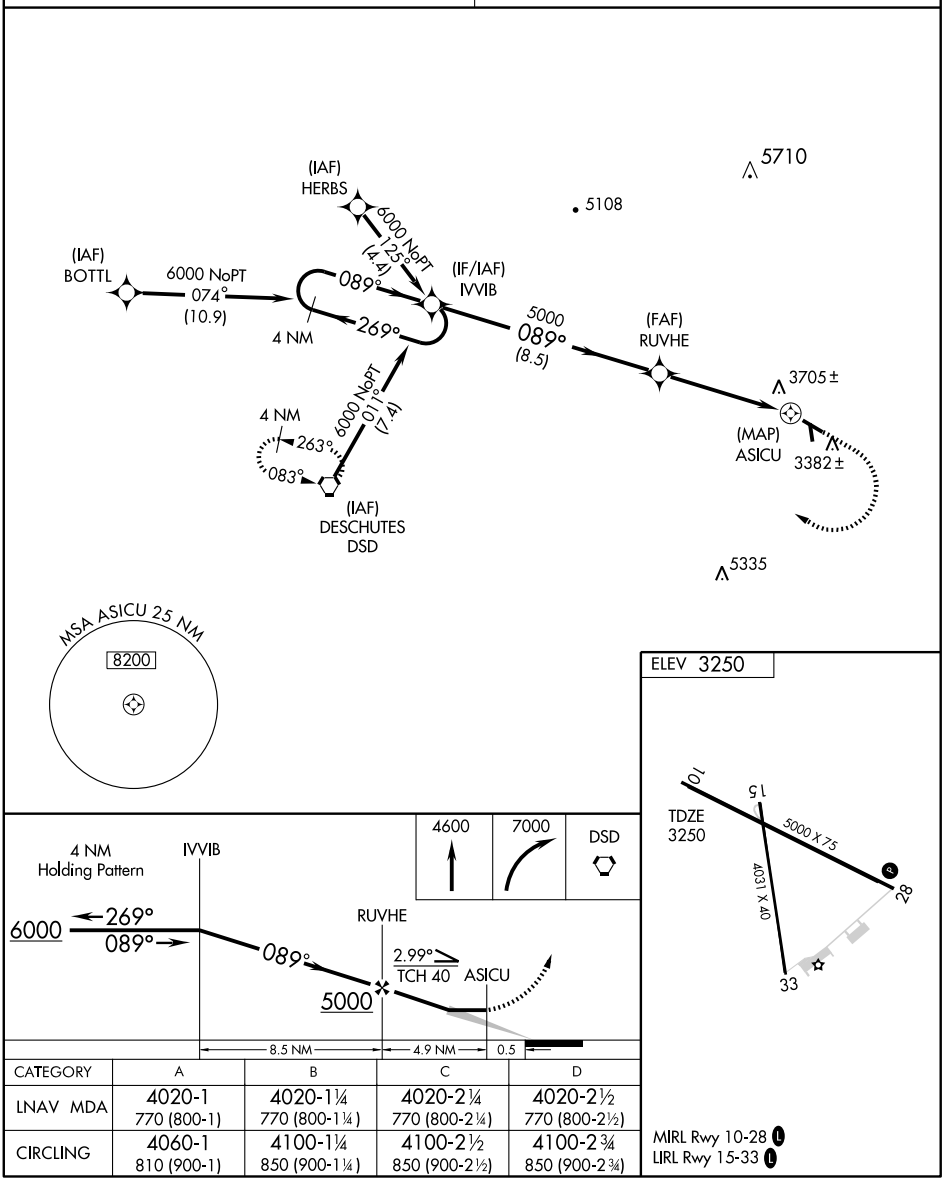
PRINEVILLE (S39)

APP CRS	Rwy Idg	5000
089°	TDZE	3250
	Apt Elev	3250

T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Roberts Field altimeter setting.

MISSED APPROACH: Climb to 4600 then climbing right turn to 7000 direct DSD VORTAC and hold.

SEATTLE CENTER	UNICOM
128.15 257.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4020-1 770 (800-1)	4020-1¼ 770 (800-1¼)	4020-2¼ 770 (800-2¼)	4020-2½ 770 (800-2½)
CIRCLING	4060-1 810 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)

MIRL Rwy 10-28 L
LIRL Rwy 15-33 L

NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 28

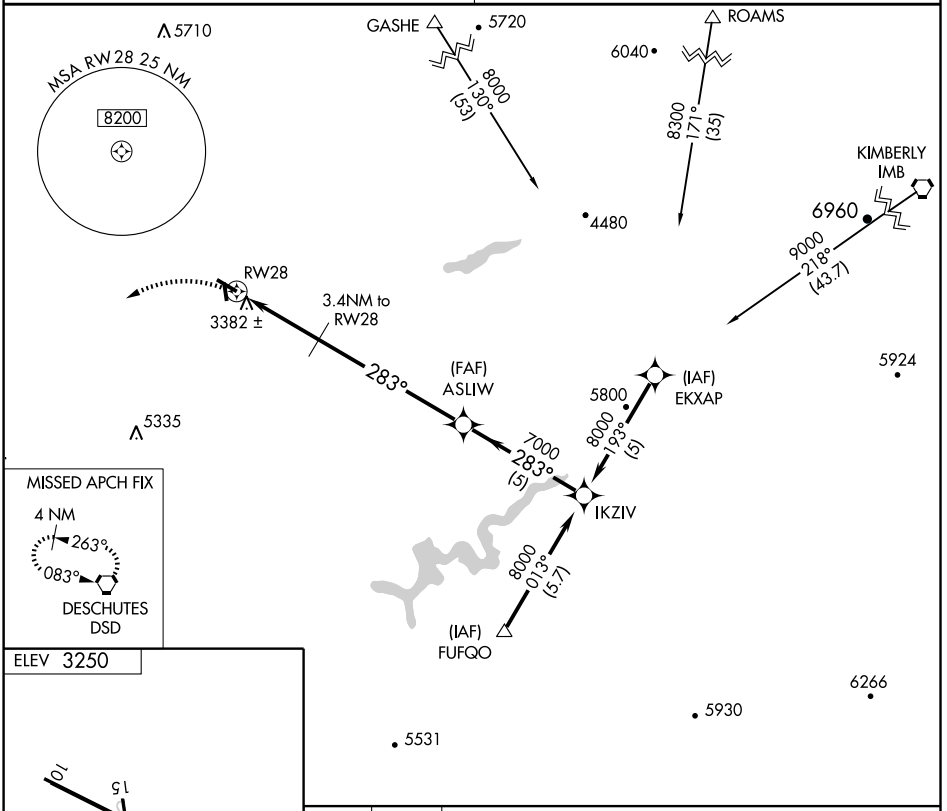
PRINEVILLE (S39)

APP CRS	Rwy Idg	5000
283°	TDZE	3246
	Apt Elev	3250

NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Use Roberts Field altimeter setting.

MISSED APPROACH: Climbing left turn to 7000 direct DSD VORTAC and hold.

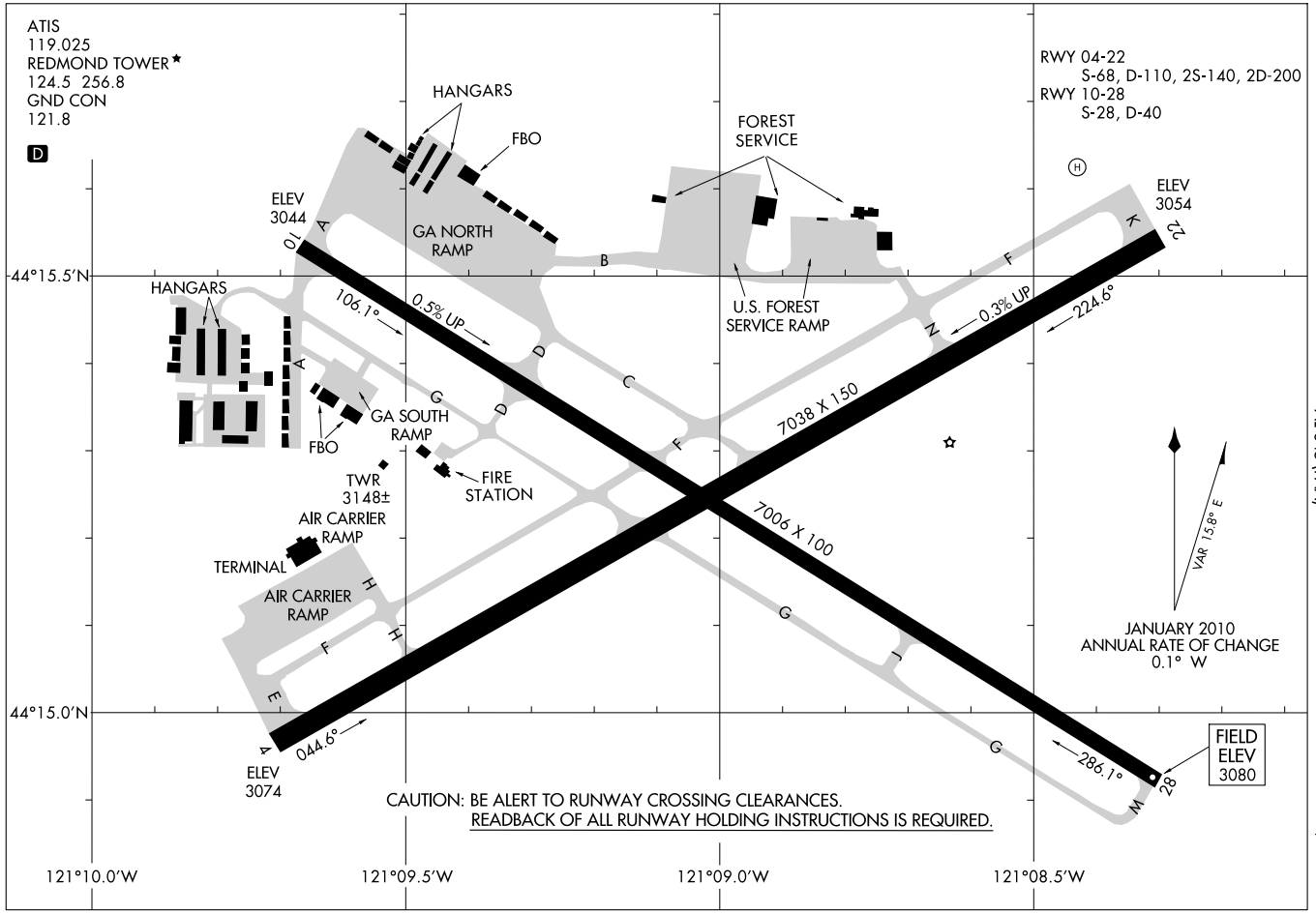
SEATTLE CENTER	UNICOM
128.15 257.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3840-1 594 (600-1)		3840-1½ 594 (600-1½)	NA
CIRCLING	4060-1 810 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)

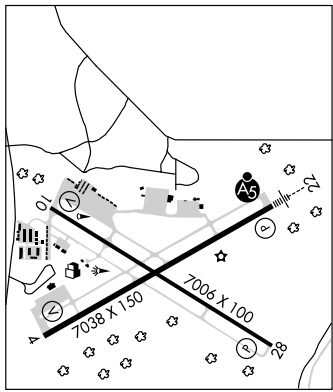
MIRL Rwy 10-28 L
LIRL Rwy 15-33 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010


ATIS
119.025
REDMOND TOWER ★
124.5 256.8
GND CON
121.8
D
RWY 04-22
S-68, D-110, 2S-140, 2D-200
RWY 10-28
S-28, D-40
HANGARS
FBO
FOREST SERVICE
ELEV 3044
GA NORTH RAMP
ELEV 3054
HANGARS
106.1°
0.5% UP
U.S. FOREST SERVICE RAMP
0.3% UP
224.6°
7038 X 150
GA SOUTH RAMP
FBO
TWR 3148±
FIRE STATION
AIR CARRIER RAMP
TERMINAL
7006 X 100
AIR CARRIER RAMP
VAR 15.8° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
044.6°
ELEV 3074
286.1°
FIELD ELEV 3080
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
44°15.5'N
44°15.0'N
121°10.0'W
121°09.5'W
121°09.0'W
121°08.5'W

REDMOND

ROBERTS FLD (RDM) 1 SE UTC−8(−7DT) N44°15.24′ W121°09.00′ **KLAMATH FALLS**
3080 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE RDM **H–1B, L–13A**
RWY 04–22: H7038X150 (ASPH–GRVD) S–68, D–110, 2S–140, 2D–200 HIRL 0.3% up SW **IAP, AD**
RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 22: MALSR. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 10–28: H7006X100 (ASPH–GRVD) S–28, D–40
MIRL 0.5% up SE
RWY 10: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 50′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–7038	TODA–7038	ASDA–7038	LDA–7038
RWY 10:	TORA–7006	TODA–7006	ASDA–7006	LDA–7006
RWY 22:	TORA–7038	TODA–7038	ASDA–7038	LDA–7038
RWY 28:	TORA–7006	TODA–7006	ASDA–7006	LDA–7006

AIRPORT REMARKS: Attended 1330Z‡–dusk. For fuel after hrs call 541–410–2938 or 541–480–0014. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call airport manager 541–548–0646 extension 3496. Acft in excess of SW 28 or DW 40 prohibited from landing or takeoff Rwy 10–28 except with PPR from airport manager when Rwy 04–22 is unavbl. Occasional wildlife on and in vicinity of arpt. Taxiway G restricted to acft 26,000 lbs or less. Taxiway B not avbl for use by air carrier acft with more than 30 passenger seats. Terminal apron not avbl for general aviation acft. Helipad H1 private use only. When twr clsd ACTIVATE HIRL Rwy 04–22, MIRL Rwy 10–28, MALSR Rwy 22, REIL Rwy 04, Rwy 10 and Rwy 28 and twy lgts—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (541) 504–8743.
COMMUNICATIONS: CTAF 124.5
ATIS 119.025 (541) 548–1742 **UNICOM** 122.95
REDMOND RCO 122.5 (MC MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 128.15
TOWER 124.5 (1400–0400Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1400–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 071° 6.6 NM to fld. 4101/18E. **HIWAS.**
BODEY NDB (HW/LOM) 411 RD N44°18.48′ W121°01.14′ 222° 6.5 NM to fld.
ILS 109.1 I–RDM Rwy 22. Class IE. LOM BODEY NDB
COMM/NAV/WEATHER REMARKS: ATC radar svc provided within 40 NM radius by Seattle Center to transponder equipped acft only. RDM ATCT does not provide ATC radar svc.

ROBERTS FLD (See REDMOND)

ROGUE VALLEY INTL–MEDFORD (See MEDFORD)

ROME N42°35.43′ W117°52.09′ NOTAM FILE REO. **KLAMATH FALLS**
(H) VORTACW 112.5 REO Chan 72 at Rome State. 4050/19E. **H–3C, L–11B**
RCO 122.65 (BOISE RADIO)

LOC I-RDM	APP CRS	Rwy Idg	7038
109.1	222°	TDZE	3065
		Apt Elev	3080

ILS or LOC RWY 22

REDMOND/ROBERTS FIELD (RDM)

For inoperative MALSR, increase S-ILS 22 Cat. E visibility to ¾.
For inoperative MALSR, increase S-LOC 22 Cat. D and E visibility to 1. Autopilot coupled approach NA below 4370.

MALSR

MISSED APPROACH: Climb to 3500 then climbing right turn to 7000 via heading 315° and DSD VORTAC R-348 to CUPRI/DSD 22 DME and hold.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95

DME REQUIRED

MISSED APCH FIX
R-348
168°
348°
CUPRI
DSD 22

(IAF) CUPRI DSD 22
R-348
DSD 22 Arc 7800
6080
5710
5108
5720
6040
LR-045
042°
LR-056
HUTKI DSD 17.3
LOM BODEY 411 RD
5100
222° (4.7)
6300 222° (4.7)
(IF) YUBUB DSD 22
3081±
3126±
4101
5800
5335
DESCHUTES 117.6 DSD Chan 123
LOCALIZER 109.1 I-RDM
6178
5560
4570
15 NM
5930
R-171
7800
DSD 22 Arc
5850
5697
(IAF) FESOD DSD 22
5148

MSA RD 25 NM
180°
7700 8200
090° 270°
8500 7300
360°

ELEV 3080 D
222° 5.9 NM from FAF
10
22
28
0.5% UP
0.3% UP
TDZE 3065
7006 X 100
7038 X 150

3500	7000 hdg 315°	DSD R-348	CUPRI △

VGSI and ILS glidepath not coincident.

Procedure Turn NA

DSD 7.1
LOM
5017
HUTKI DSD 17.3
YUBUB DSD 22
222°
7800
6300
5100
GS 3.00°
TCH 47
5.9 NM
4.7 NM
4.7 NM

CATEGORY	A	B	C	D	E
S-ILS 22	3265-½ 200 (200-½)				
S-LOC 22	3340-½ 275 (300-½)			3340-¾ 275 (300-¾)	
CIRCLING	3520-1 440 (500-1)	3540-1 460 (500-1)	3540-1½ 460 (500-1½)	3780-2¼ 700 (700-2¼)	3780-2½ 700 (700-2½)

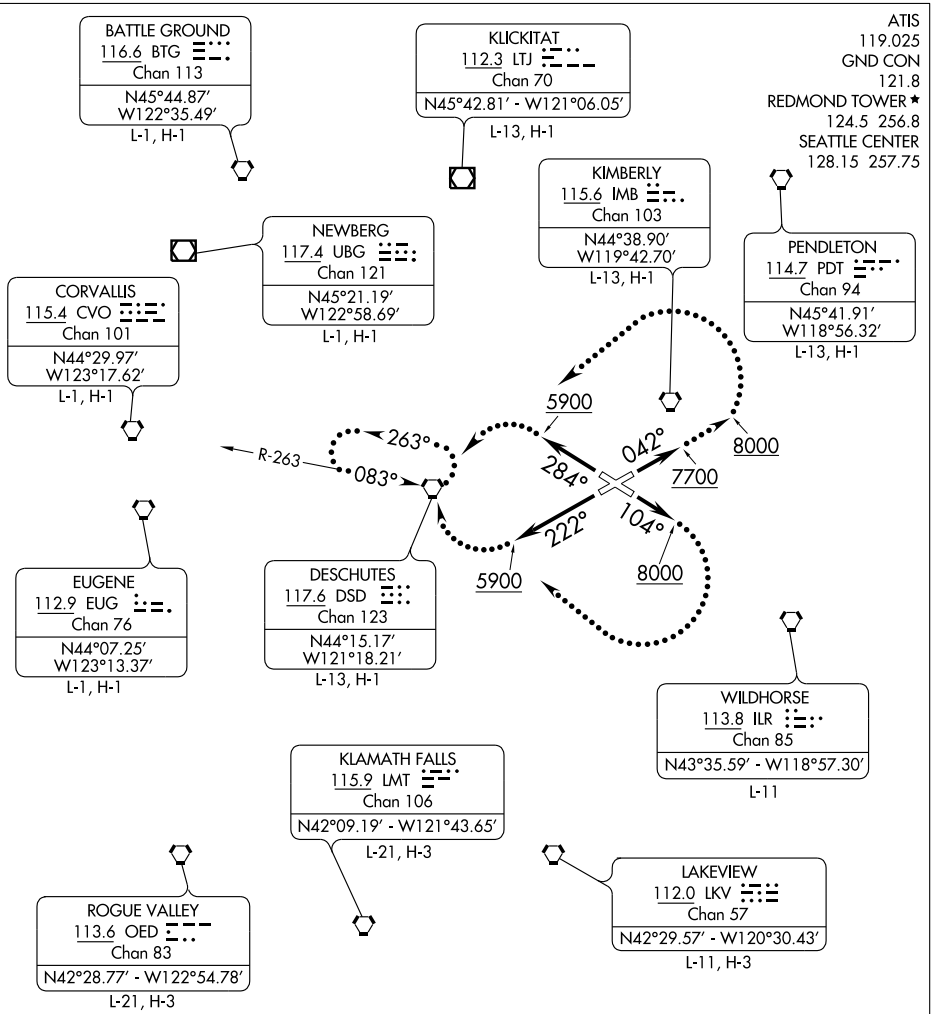
REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

REDMOND ONE DEPARTURE



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

TAKE-OFF OBSTACLE

Rwy 28: Numerous trees beginning 1′ from DER, 356′ right of centerline, 12′ AGL/3079′ MSL. Tree 364′ from DER, 448′ left of centerline, 15′ AGL/3054′ MSL.

TAKE-OFF MINIMUMS

Rwy 4: Standard with minimum obstacle climb of 371′ per NM to 13000, ATC climb of 465′ per NM to 7700.

Rwy 10: Standard with minimum climb of 406′ per NM to 13000.

Rwy 22: Standard with minimum obstacle climb of 356′ per NM to 13000, ATC climb of 406′ per NM to 5900.

Rwy 28: Standard with minimum climb of 358′ per NM to 13000.

NOTE: RADAR required.

(NARRATIVE ON THE FOLLOWING PAGE)

NOTE: Chart not to scale.

REDMOND ONE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 042° or ATC assigned heading to 7700 for radar vectors to assigned route/fix, Thence. . . .
TAKE-OFF RUNWAY 10: Climb heading 104° or ATC assigned heading to 8000 for radar vectors to assigned route/fix, Thence. . . .
TAKE-OFF RUNWAY 22: Climb heading 222° or ATC assigned heading to 5900 for radar vectors to assigned route/fix, Thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 284° or ATC assigned heading to 5900 for radar vectors to assigned route/fix, Thence. . . .

. . . . Maintain 14000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Center after reaching 6000, continue climb to assigned altitude and:
TAKE-OFF RUNWAY 4: Continue climb to 8000, then climbing left turn direct DSD VORTAC. . . .
TAKE-OFF RUNWAY 10: Climbing right turn direct DSD VORTAC. . . .
TAKE-OFF RUNWAY 22: Climbing right turn direct DSD VORTAC. . . .
TAKE-OFF RUNWAY 28: Climbing left turn direct DSD VORTAC. . . .

. . . . Climb-in-hold at DSD VORTAC (hold W, LT, 083° inbound) to cross DSD VORTAC at or above the MEA before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7038
CH 70514	042°	TDZE	3075
W04A		Apt Elev	3080

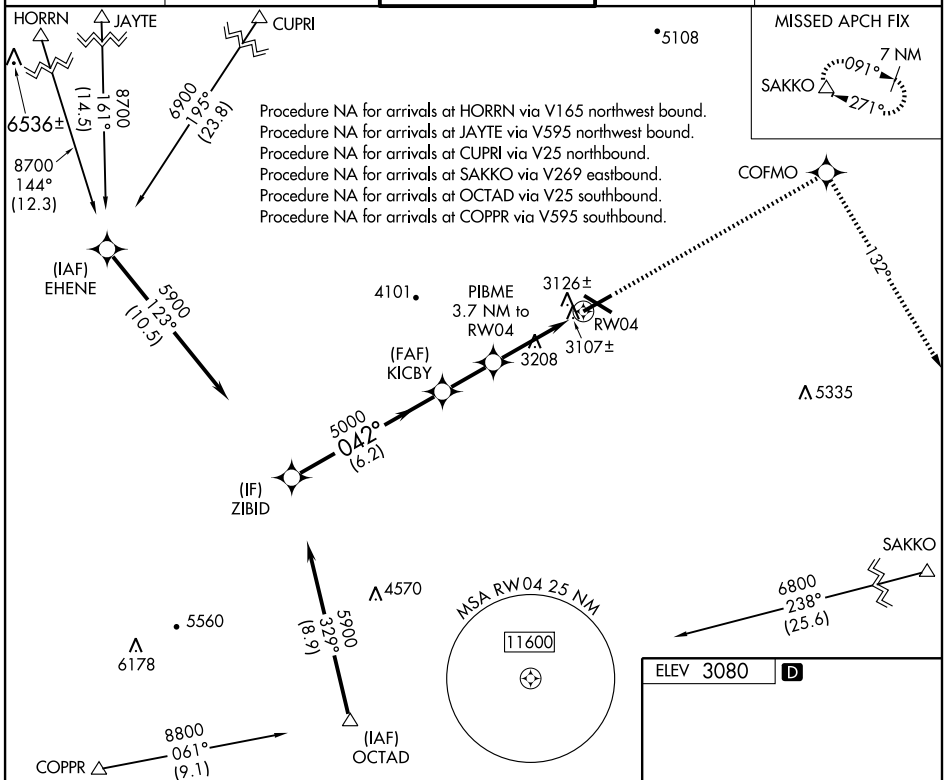
RNAV (GPS) RWY 4

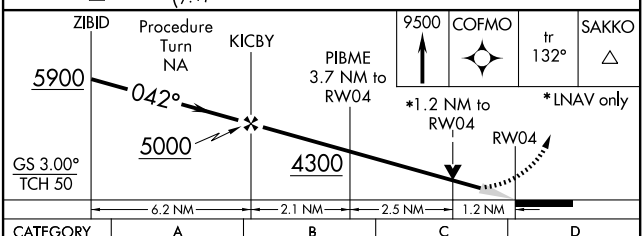
REDMOND/ROBERTS FIELD (RDM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received procedure NA.

MISSED APPROACH: Climb to 9500 direct COFMO and via track 132° to SAKKO and hold, continue climb-in-hold to 9500.

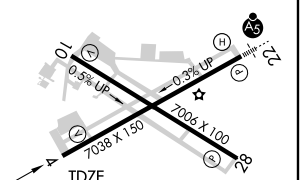
ATIS	SEATTLE CENTER	REDMOND TOWER*	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	3325-¾ 250 (300-¾)			
LNAV/VNAV DA	3367-1 292 (300-1)			
LNAV MDA	3520-1 445 (500-1)		3520-1¼ 445 (500-1¼)	3520-1½ 445 (500-1½)
CIRCLING	3520-1 440 (500-1)	3540-1 460 (500-1)	3540-1½ 460 (500-1½)	3640-2 560 (600-1)

ELEV 3080 D



REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7006
CH 53514	104°	TDZE	3067
W10A		Apt Elev	3080

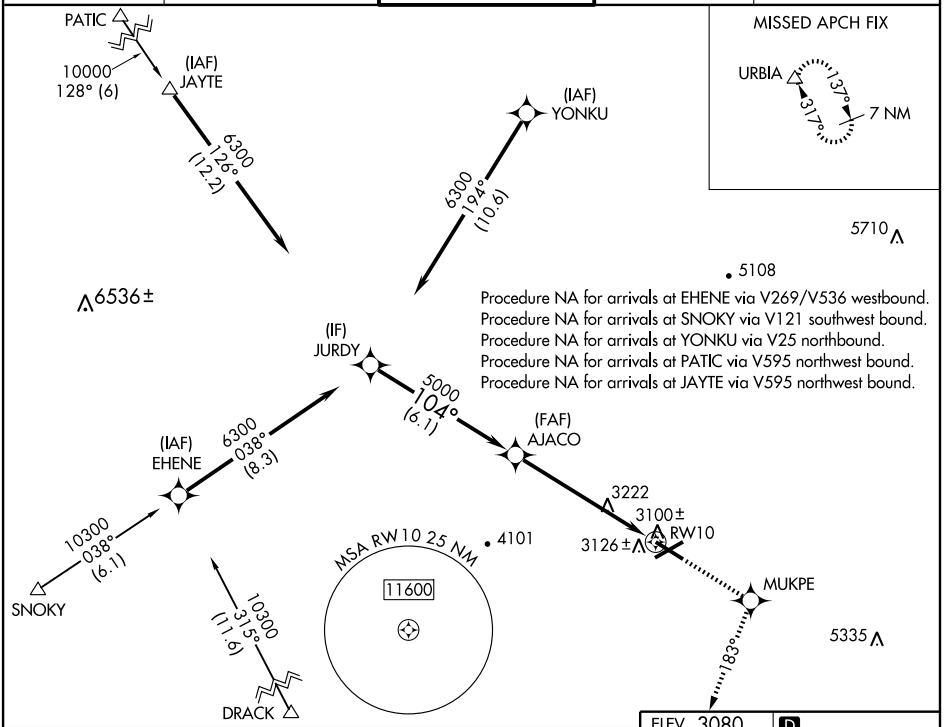
RNAV (GPS) RWY 10

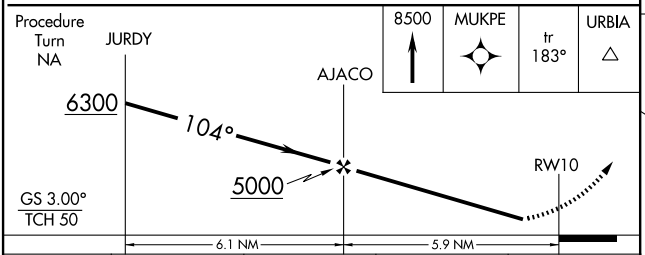
REDMOND/ROBERTS FIELD (RDM)

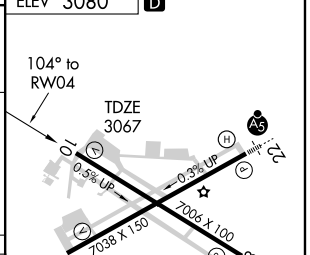
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F).
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 8500 direct MUKPE and via track 183° to URBIA and hold, continue climb-in-hold to 8500.

ATIS	SEATTLE CENTER	REDMOND TOWER ★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	3317-1 250 (300-1)			
LNAV/VNAV DA	3370-1 303 (300-1)			
LNAV MDA	3480-1 413 (400-1)		3480-1¼ 413 (400-1¼)	
CIRCLING	3480-1 400 (400-1)	3540-1 460 (500-1)	3540-1½ 460 (500-1½)	3640-2 560 (600-1)

REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7038
CH 82514	222°	TDZE	3065
W22A		Apt Elev	3080

RNAV (GPS) RWY 22

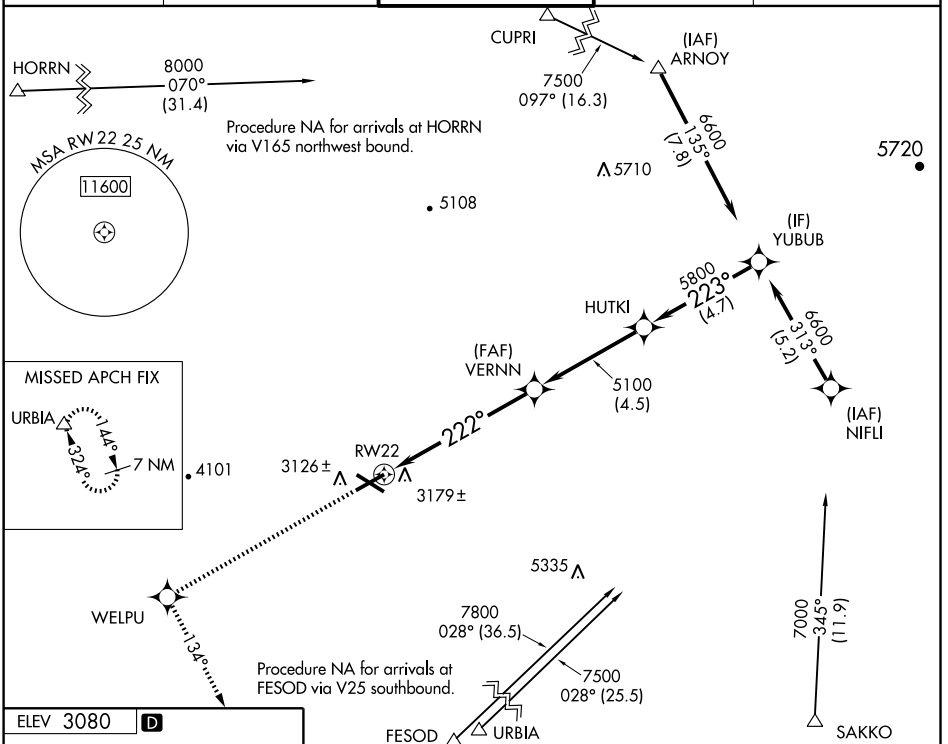
REDMOND/ ROBERTS FIELD (RDM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 7600 direct WELPU and via track 134° to URBIA and hold, continue climb-in-hold to 7600.

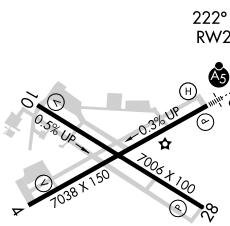
ATIS	SEATTLE CENTER	REDMOND TOWER*	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95

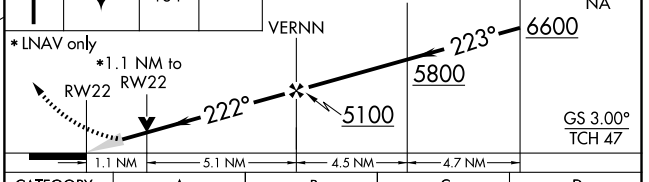


NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

ELEV 3080 D





CATEGORY	A	B	C	D
LPV DA	3265-½ 200 (200-½)			
LNAV/VNAV DA	3449-1 384 (400-1)			
LNAV MDA	3440-½ 375 (400-½)			3440-1 375 (400-1)
CIRCLING	3480-1 400 (400-1)	3540-1 460 (500-1)	3540-1½ 460 (500-1½)	3640-2 560 (600-1)

REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

RNAV (GPS) Y RWY 28

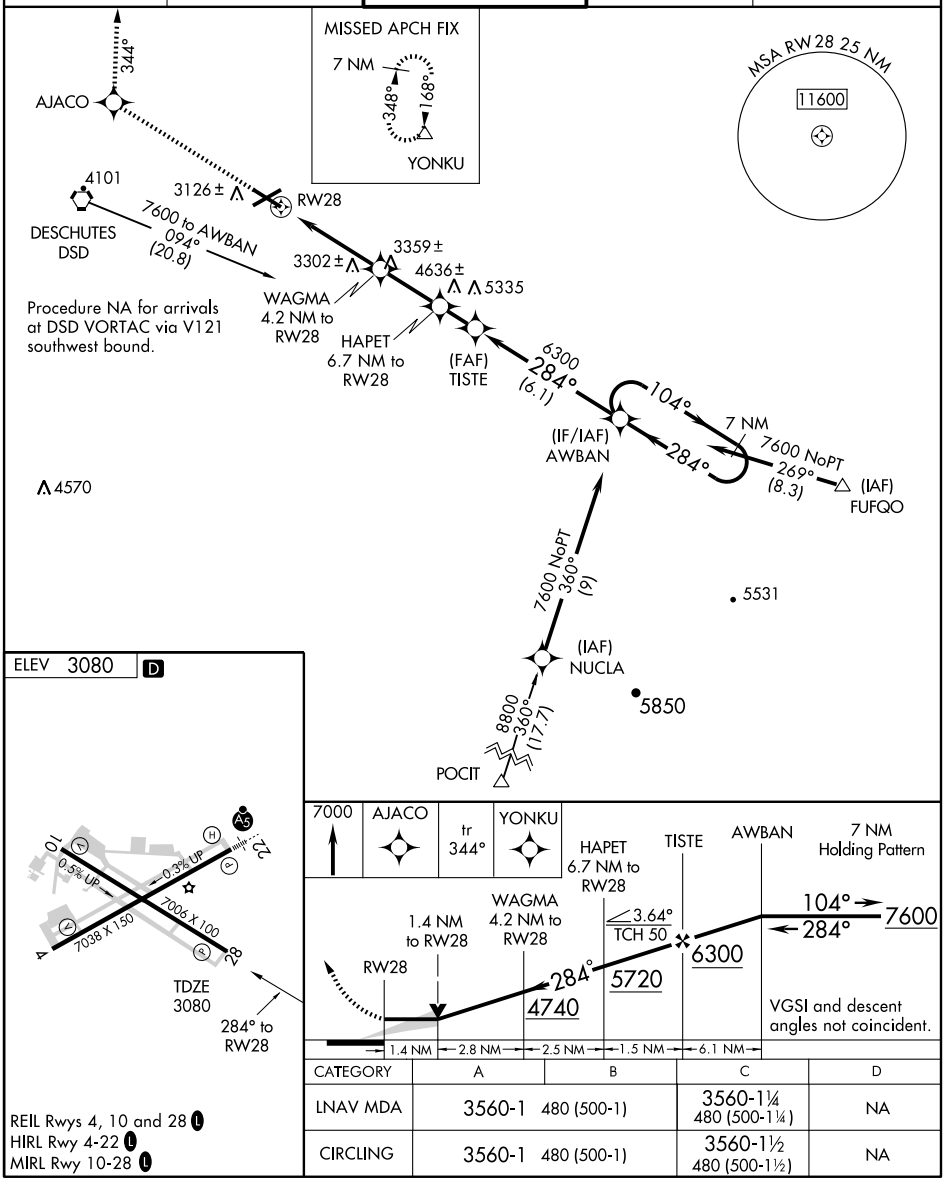
REDMOND/ ROBERTS FIELD (RDM)

APP CRS	Rwy Idg	7006
284°	TDZE	3080
	Apt Elev	3080

DME/DME RNP -0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct AJACO and via track 344° to YONKU and hold, continue climb-in-hold to 7000.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	3560-1 480 (500-1)		3560-1¼ 480 (500-1¼)	NA
CIRCLING	3560-1 480 (500-1)		3560-1½ 480 (500-1½)	NA

REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7006
CH 90214	284°	TDZE	3080
W28A		Apt Elev	3080

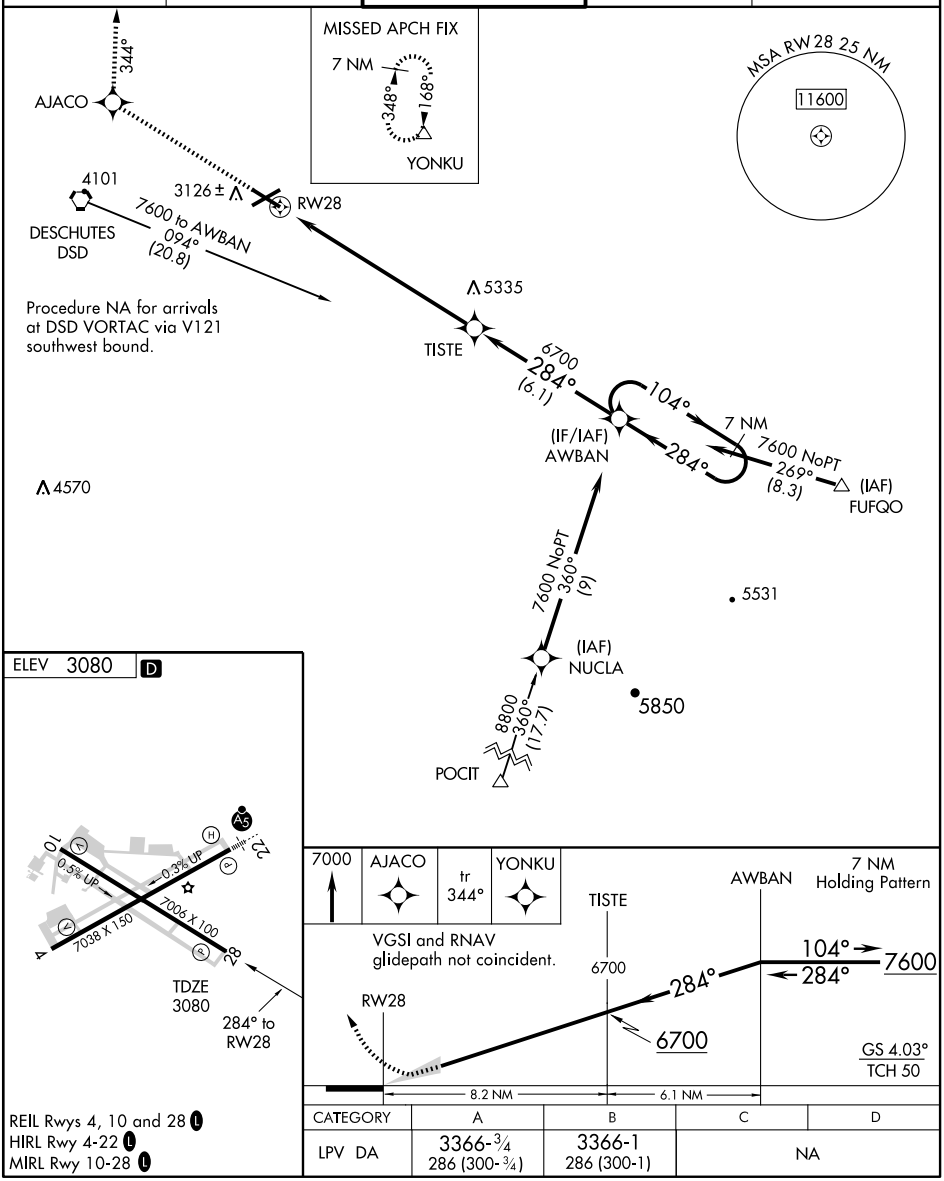
RNAV (GPS) Z RWY 28

REDMOND/ROBERTS FIELD (RDM)

DME/DME RNP -0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct AJACO and via track 344° to YONKU and hold, continue climb-in-hold to 7000.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95



CATEGORY	A	B	C	D
LPV DA	3366-¾ 286 (300-¾)	3366-1 286 (300-1)	NA	

REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

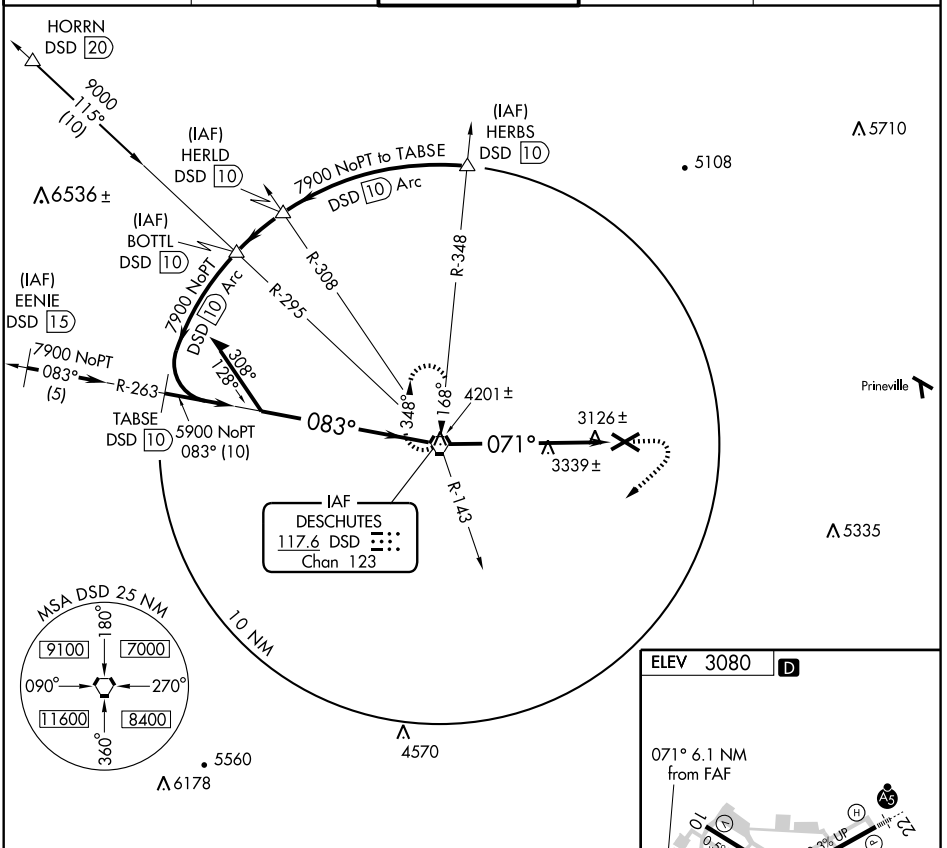
VORTAC DSD 117.6 Chan 123	APP CRS 071°	Rwy Idg N/A TDZE N/A Apt Elev 3080

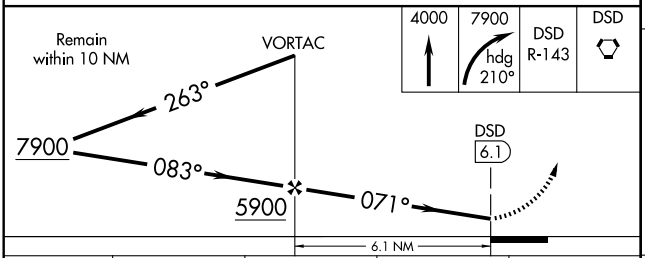
VOR-A

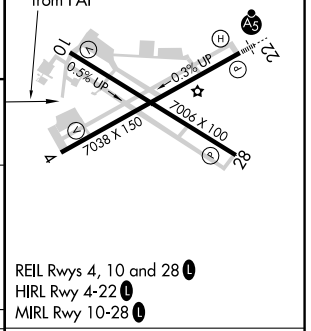
REDMOND/ROBERTS FIELD (RDM)

MISSED APPROACH: Climb to 4000 then climbing right turn to 7900 via heading 210° and DSD R-143 to DSD VORTAC and hold.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95







REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
CIRCLING	3600-1 520 (600-1)		3600-1½ 520 (600-1½)	3640-2 560 (600-2)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME RWY 22

REDMOND/ROBERTS FIELD (RDM)

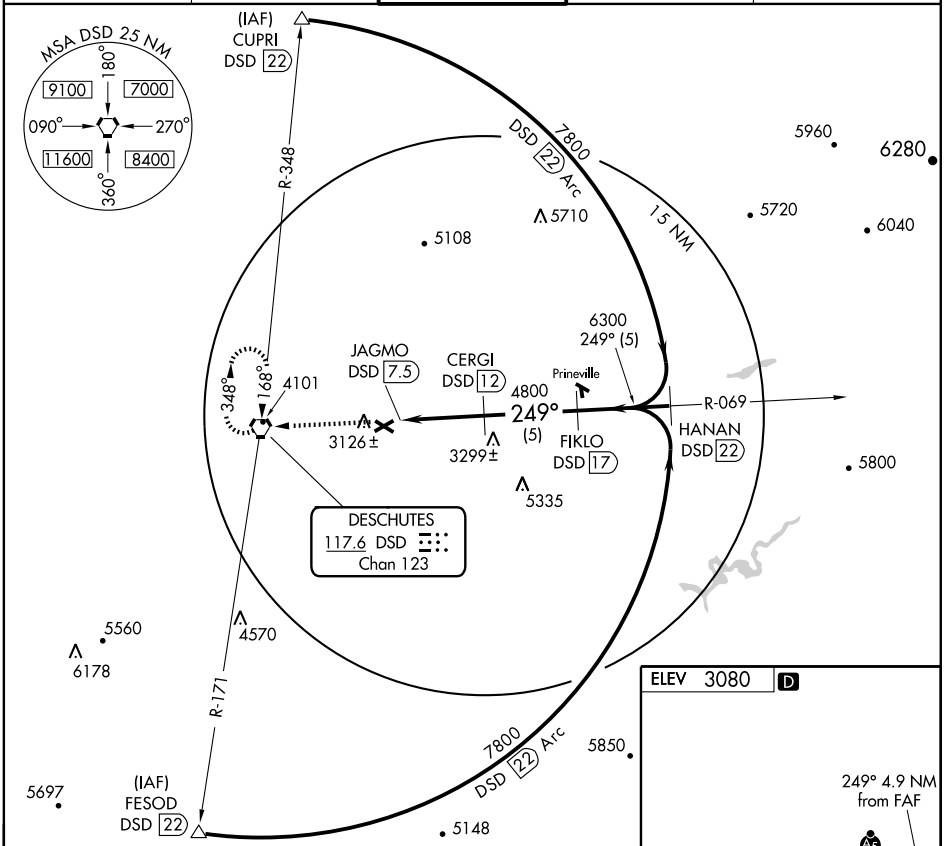
VORTAC DSD 117.6 Chan 123	APP CRS 249°	Rwy Idg 7038 TDZE 3065 Apt Elev 3080

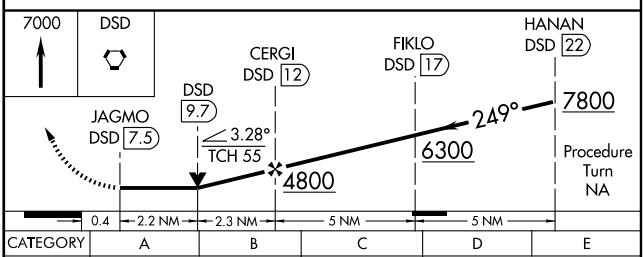
Inoperative table does not apply.

MALSR

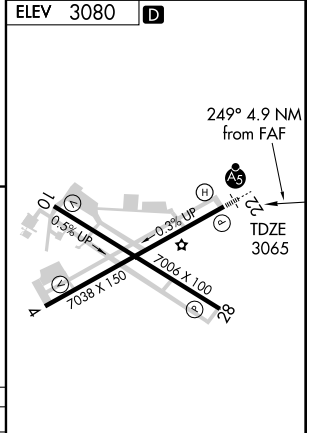
MISSED APPROACH: Climb to 7000 direct DSD VORTAC and hold.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95





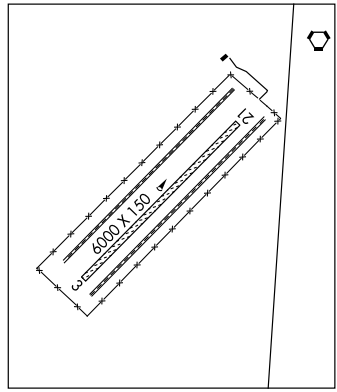
CATEGORY	A	B	C	D	E
S-22	4000-1¼ 935 (1000-1¼)		4000-2¾ 935 (1000-2¾)	4000-3 935 (1000-3)	
CIRCLING	4000-1¼ 920 (1000-1¼)		4000-2¾ 920 (1000-2¾)	4000-3 920 (1000-3)	



REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

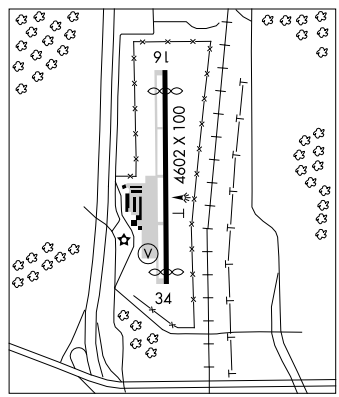
ROME STATE (REO) 20 SW UTC−8(−7DT) N42°34.66′ W117°53.13′ KLAMATH FALLS
4053 TPA—5053(1000) NOTAM FILE REO
RWY 03–21: 6000X150 (GRVL)
AIRPORT REMARKS: Unattended. Sage growing in primary sfc. Rwy 03–21 sagebrush growing on west portion of rwy. Rwy 03–21 limited by arpt operator to 8000 pounds single wheel gear.
COMMUNICATIONS: CTAF 122.9
RCO 122.65 (BOISE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE REO.
(H) VORTACW 112.5 REO Chan 72 N42°35.43′ W117°52.09′ at fld. 4050/19E.



ROSEBURG

GEORGE FELT (5S1) 3 W UTC−8(−7DT) N43°13.49′ W123°23.82′ KLAMATH FALLS
428 NOTAM FILE MMV
RWY 10–28: 2300X100 (TURF)
RWY 10: Trees. **RWY 28:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Deer frequently on rwy. Migratory flocks of waterfowl on and in vicinity of arpt. Soft earth off rwy and taxiway when wet. For noise abatement fly to river before turning. Monitor Roseburg Rgnl CTAF/UNICOM for conflicting acft.
COMMUNICATIONS: CTAF 122.9

ROSEBURG RGNL (RBG) 1 NW UTC−8(−7DT) N43°14.33′ W123°21.35′ KLAMATH FALLS L–1A
529 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE RBG IAP
RWY 16–34: H4602X100 (ASPH) S–42, D–54, 2D–88 MIRL 0.6% up NW
RWY 16: REIL. Thld dsplcd 700′. Pole.
RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 53′. Thld dsplcd 371′. Tree.
AIRPORT REMARKS: Attended May–Sep 1600–0300Z‡, Oct–Apr 1600–0100Z‡. Migratory flocks of waterfowl on and in vicinity of arpt. CAUTION advised. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34—CTAF. Rwy 34 VASI opr continuously.
WEATHER DATA SOURCES: ASOS 135.475 (541) 673–1483.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.55 (MC MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 121.4
RADIO AIDS TO NAVIGATION: NOTAM FILE RBG.
(L) VORW/DME 108.2 RBG Chan 19 N43°10.95′ W123°21.14′ 337° 3.4 NM to fld. 1320/20E.



ROSEBURG N43°10.95′ W123°21.14′ NOTAM FILE RBG. KLAMATH FALLS
(L) VORW/DME 108.2 RBG Chan 19 337° 3.4 NM to Roseburg Rgnl. 1320/20E. H–1A, L–1A
VOR unusable:
070°–130° beyond 20 NM below 8000′
130°–150° beyond 20 NM below 7000′
240°–290° beyond 25 NM below 5000′
DME unusable:
070°–130° beyond 20 NM below 8000′
130°–190° beyond 30 NM below 7000′
240°–320° beyond 25 NM below 5000′
RCO 122.55 (MC MINNVILLE RADIO)

SALEM N44°55.14′ W123°00.54′ SEATTLE
RCO 122.6 (Mc MINNVILLE RADIO) L–1B

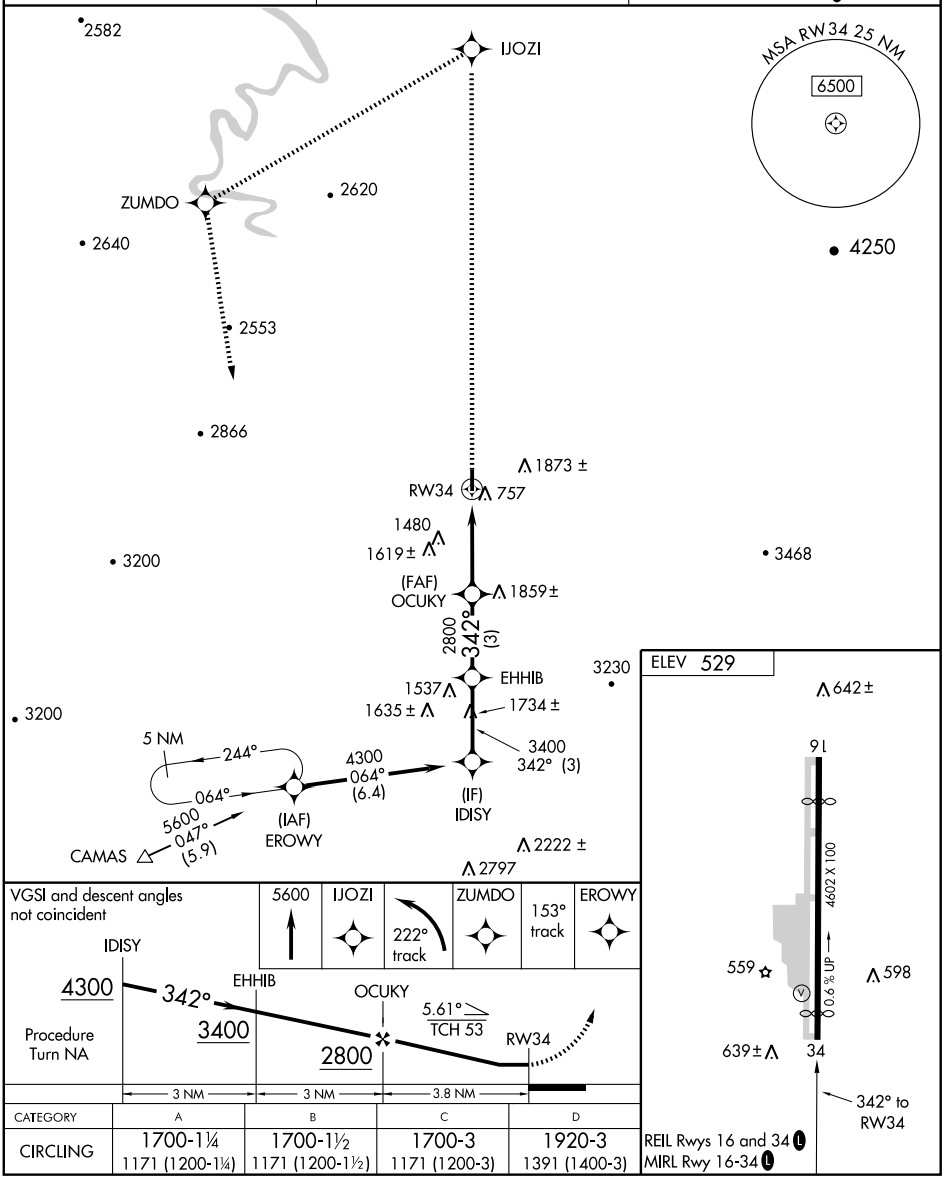
APP CRS		
342°	Rwy Idg	N/A
	TDZE	N/A
	Apt Elev	529

RNAV (GPS)-B
ROSEBURG RGNL (RBG)

Circling NA east of Rwy 16-34.
If local altimeter setting not received, use North Bend altimeter setting and increase all MDAs 520 feet.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 5600 direct IJOZI and left turn via 222° track to ZUMDO and via 153° track to EROWY and hold.

ASOS	SEATTLE CENTER	UNICOM
135.475	121.4 239.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 1171 (1200-1¼)	1700-1½ 1171 (1200-1½)	1700-3 1171 (1200-3)	1920-3 1391 (1400-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME RBG	APP CRS	Rwy Idg	N/A
108.2	337°	TDZE	N/A
Chan 19		Apt Elev	525

VOR-A

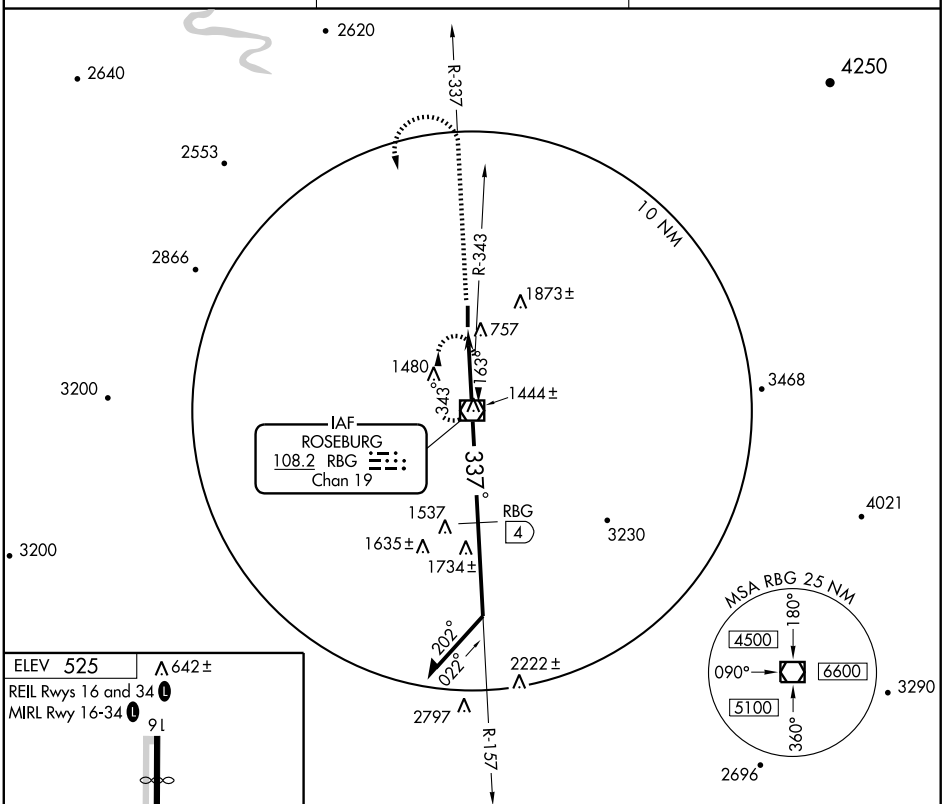
ROSEBURG RGNL (RBG)

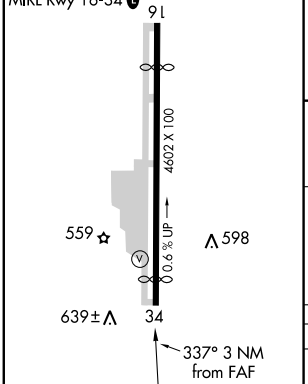
V
A NA — Circling not authorized east of Rwy 16-34.

MISSED APPROACH: Climb to 4000 via RBG R-337 within 15 NM; then climbing left turn to 5000 direct RBG VOR/DME and hold.

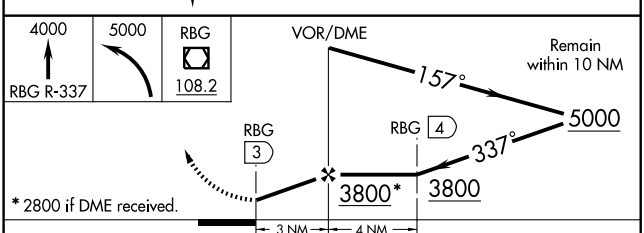
ASOS	SEATTLE CENTER	UNICOM
135.475	121.4 239.0	122.8 (CTAF) L

NW-1, 26 AUG 2010 to 23 SEP 2010





FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

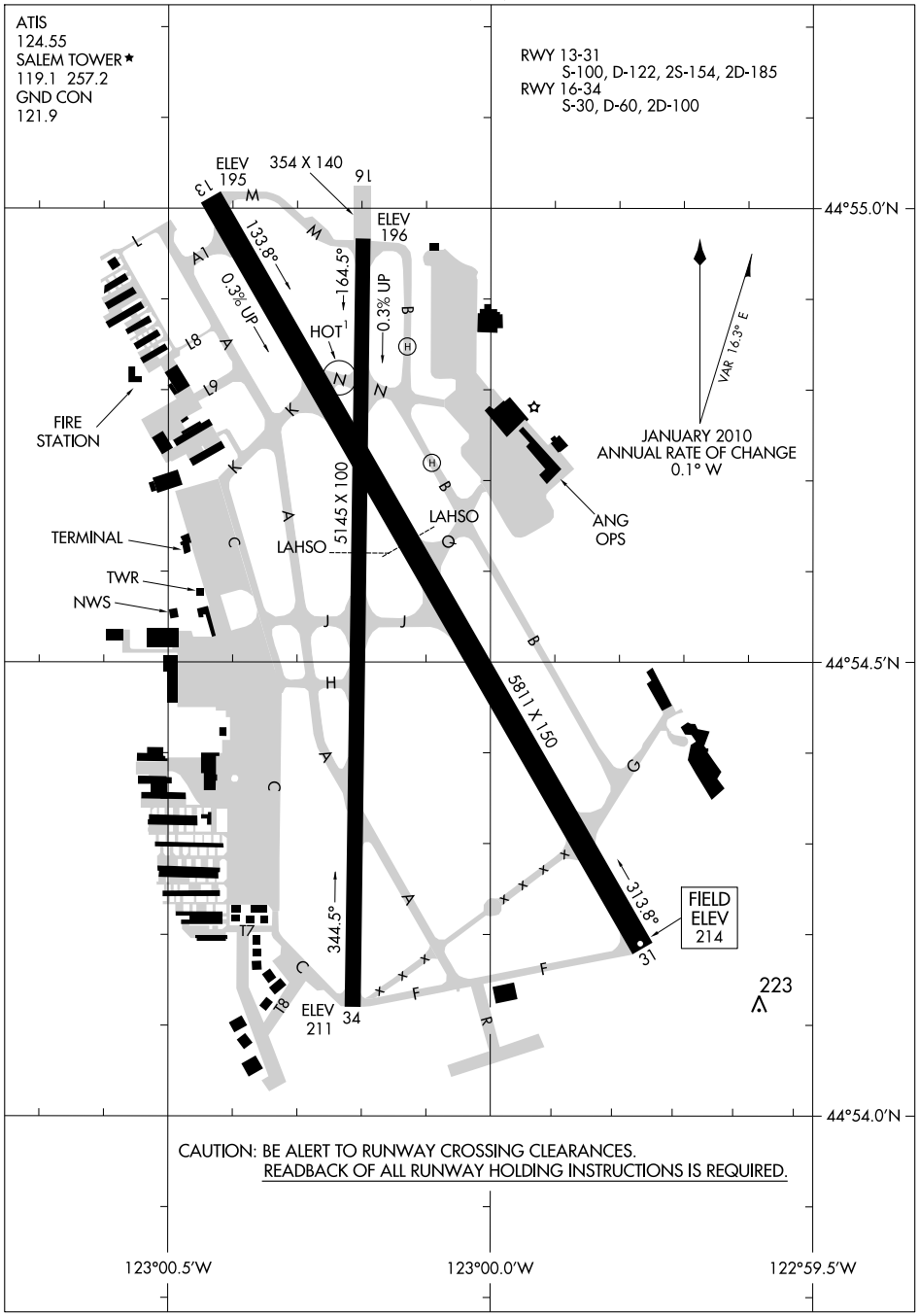


CATEGORY	A	B	C	D
CIRCLING	2600-1¼ 2075 (2100-1¼)	2600-1½ 2075 (2100-1½)	2600-3 2075 (2100-3)	
DME MINIMUMS				
CIRCLING	1740-1¼ 1215 (1300-1¼)	1740-1½ 1215 (1300-1½)	1740-3 1215 (1300-3)	1920-3 1395 (1400-3)

AIRPORT DIAGRAM

SALEM/MCNARY FIELD (SLE)
SALEM, OREGON

AL-361 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

SALEM, OREGON
SALEM/MCNARY FIELD (SLE)

10210

SALEM

McNARY FLD (SLE) 2 SE UTC−8(−7DT) N44°54.57′ W123°00.15′ **SEATTLE**

214 B S4 **FUEL** 100LL, JET A OX 1, 3 Class IV, ARFF Index A NOTAM FILE SLE **H–1B, L–1B**

RWY 13–31: H5811X150 (ASPH–GRVD) S–100, D–122, 2S–154, 2D–185 HIRL 0.3% up SE **IAP, AD**

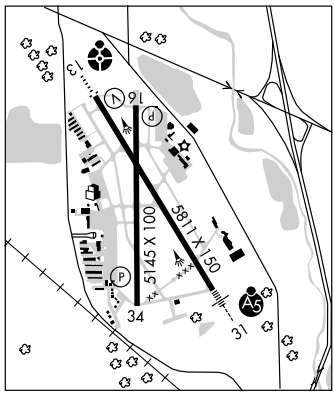
RWY 13: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 51′. Road.

RWY 31: MALSR. Tree.

RWY 16–34: H5145X100 (ASPH–GRVD) S–30, D–60, 2D–100 MIRL 0.3% up S

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.

RWY 34: REIL. PAPI(P4L)—GA 4.0° TCH 44′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 31	16–34	3150
RWY 34	13–31	3050

AIRPORT REMARKS: Attended 1530Z‡–dusk. Self fueling (100LL only) avbl 24 hrs a day. Jet A avbl after normal business hrs with advanced notice at 503–508–4178 or 503–364–0111. CAUTION: Rising terrain west of arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager on 503–588–6314. PPR required for parking acft on general aviation ramp over 99,000 lbs call airport manager 503–588–6314. Bird hazard: Heavy concentration waterfowl adj to arpt and approaches to all rwys. Twy A from Twy L to L9 not visible from ATCT. Flocks of geese concentrated transiting CLASS D airspace at TPA Oct–May. Noise abatement procedures in effect. When twr clsd ACTIVATE HIRL Rwy 13–31, MIRL Rwy 16–34, REILS Rwy 13, Rwy 16 and Rwy 34, MALSR Rwy 31 and ODALS Rwy 13—CTAF.

WEATHER DATA SOURCES: ASOS (503) 371–1062.

COMMUNICATIONS: CTAF 119.1 **ATIS** 124.55 **UNICOM** 122.95

SALEM RCO 122.6 (MC MINNVILLE RADIO)

Ⓡ **SEATTLE CENTER APP/DEP CON** 125.8

SALEM TOWER 119.1 (1500–0500Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1500–0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 161° 26.6 NM to fld. 1440/21E. **HIWAS.**

TURNO NDB (LOM) 266 SL N44°50.85′ W122°57.06′ 330° 4.3 NM to fld. LOM unmonitored when twr clsd.

ILS/DME 110.3 I–SLE Chan 40 Rwy 31. LOM TURNO NDB. ILS and LOM unmonitored when tower closed. Localizer back course unusable beyond 16 NM below 2,400′.

SANDY

COUNTRY SQUIRE AIRPARK (S48) 3 S UTC−8(−7DT) N45°21.27′ W122°16.08′ **SEATTLE**

1175 NOTAM FILE MMV **L–1B**

RWY 07–25: H3095X32 (ASPH) S–7

RWY 07: Trees. **RWY 25:** Trees.

AIRPORT REMARKS: Attended irregularly. CAUTION: Watch for deer on and in vicinity of arpt. Sink hole located 75′ N of the AER 25. Rwy 07–25 loose gravel on surface, grass growing in cracks. Ldg fee. Overnight tiedown fee and landing fee for non based acft.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 129° 27.3 NM to fld. 253/21E.

SANDY RIVER (Ø3S) 1 NE UTC−8(−7DT) N45°24.10′ W122°13.72′ **SEATTLE**

704 S3 **FUEL** 100LL TPA—See Remarks NOTAM FILE MMV

RWY 08–26: 2115X100 (TURF)

RWY 08: Trees. **RWY 26:** Tree.

AIRPORT REMARKS: Attended sunrise–sunset. Extensive ultralight activity on and in vicinity of arpt. Ultralight operations use right traffic and TPA—1304(600), do not land on turf adjacent to rwy. Rwy 08–26 not marked.

COMMUNICATIONS: CTAF/UNICOM 122.8

LOC/DME I-SLE	APP CRS	Rwy Idg 5811
110.3	313°	TDZE 214
Chan 40		Apt Elev 214

ILS or LOC RWY 31

SALEM / MCNARY FIELD (SLE)

*RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Mc Minnville altimeter setting and increase DA 49 feet, and all MDA 60 feet; increase circling Cat D visibility to 2 ¾ miles. VDP NA when using Mc Minnville altimeter setting.

MALSR

MISSED APPROACH: Climb to 4000 via I-SLE NW course to ARTTY FM/INT/I-SLE 5.6 DME and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE CENTER	SALEM TOWER *	GND CON	UNICOM
124.55	125.8 291.7	119.1 (CTAF) L 257.2	121.9	122.95

ALTERNATE MISSED APCH FIX

TURNO SL 266

Procedure NA for arrivals at JAIME via V536 eastbound.
Procedure NA for arrivals at GLORR via V448 southbound.

MSA SL 25 NM
200°
3100
110°
6300
320°
4800

3300 to LOTKE 133° (12.4)

NEWBERG 117.4 UBG Chan 121

ARTTY FM/INT I-SLE 5.6

LOCALIZER 110.3 I-SLE Chan 40

LOM TURNO 266 SL

(IAF) LOTKE INT I-SLE 6.8

CORVALLIS 115.4 CVO Chan 101

SCIOS I-SLE 11.3

3500 NoPT 313° (7.3)

(IF/IAF) GLORR I-SLE 18.5

5600 NoPT 313° (16.1)

(IAF) JAIME I-SLE 34.6

2100 313° (4.4)

3500 021° (24.8)

R-359 R-155 R-021 R-031 R-049

10 NM

1 min

133° 313°

1289 714 354 392 696 575 366 673± 1449 755 1095 2064 2564 2096

ELEV 214

MIRL Rwy 16-34 L
REIL Rwys 13, 16 and 34 L
HIRL Rwy 13-31 L

239± 91 279 270 0.3% UP 5811 X 150 5145 X 100 0.3% UP TDZE 214 279±34 223 31

313° 5.7 NM from FAF 269±

4000 I-SLE NW course

ARTTY FM/INT I-SLE 5.6

LOTKE INT I-SLE 6.8

One Minute Holding Pattern

I-SLE 1.1 I-SLE 3.3 2100 133° 313° 2400 2100 GS 3.00° TCH 42

2.2 NM 3.5 NM

CATEGORY	A	B	C	D
S-ILS 31	*414/24 200 (200-½)			
S-LOC 31	960/24 746 (800-½)	960/40 746 (800-¾)	960-1¾ 746 (800-1¾)	960-2 746 (800-2)
CIRCLING	960-1 746 (800-1)	960-1¼ 746 (800-1¼)	960-2¼ 746 (800-2¼)	1000-2½ 786 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SLE	APP CRS	Rwy Idg 5811
110.3	133°	TDZE 204
Chan 40		Apt Elev 214

LOC BC RWY 13

SALEM / MCNARY FIELD (SLE)

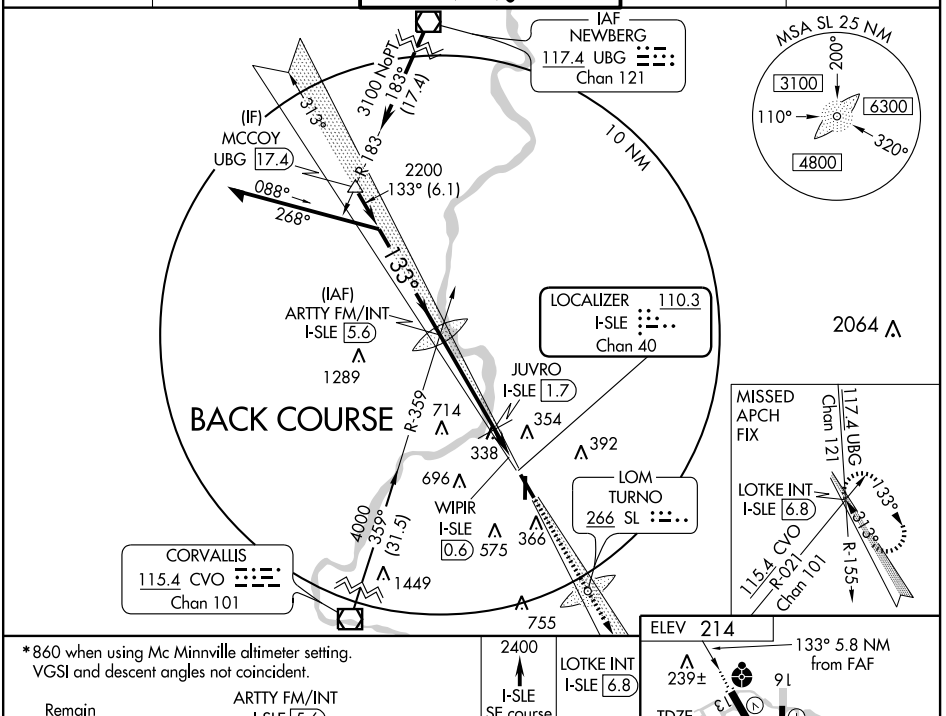
T
A NA

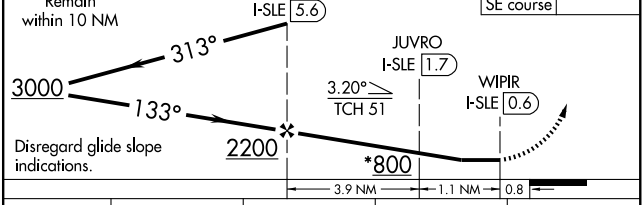
Inoperative table does not apply to S-13 Cat C or when using McMinnville altimeter setting to S-13 Cat C and JUVRO fix minimums Cat C.
ARTTY INT not authorized for final approach fix.
When local altimeter setting not received, use McMinnville altimeter setting and increase all MDA 60 feet and Cat C and D visibility ¼ mile, for JUVRO fix minimums, increase S-13 Cat C visibility ½ mile, Cat D visibility ¼ mile.

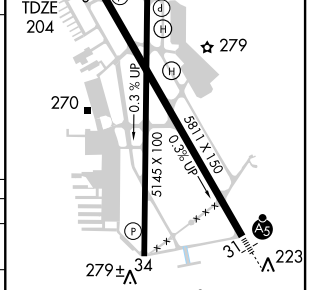
ODALS

MISSED APPROACH: Climb to 2400 via I-SLE SE course to LOTKE INT/I-SLE 6.8 DME and hold, continue climb-in-hold to 2400.

ATIS	SEATTLE CENTER	SALEM TOWER ★	GND CON	UNICOM
124.55	125.8 291.7	119.1 (CTAF) L 257.2	121.9	122.95







CATEGORY	A	B	C	D
S-13	800-¾ 596 (600-¾)		800-1½ 596 (600-1½)	800-1¾ 596 (600-1¾)
CIRCLING	900-1 686 (700-1)	940-1 726 (800-1)	940-2 726 (800-2)	1000-2½ 786 (800-2½)
JUVRO FIX MINIMUMS				
S-13	600-¾ 396 (400-¾)			600-1¼ 396 (400-1¼)
CIRCLING	900-1 686 (700-1)	940-1 726 (800-1)	940-2 726 (800-2)	1000-2½ 786 (800-2½)

REIL Rwys 13, 16 and 34 L
HIRL Rwy 13-31 L
MIRL Rwy 16-34 L

269±

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SLE	APP CRS	Rwy Idg	5811
110.3	313°	TDZE	214
Chan 40		Apt Elev	214

LOC/DME RWY 31

SALEM / MCNARY FIELD (SLE)

MALSR

MISSED APPROACH: Climb to 4000 via I-SLE LOC northwest course to ARTTY FM/Int/I-SLE 5.6 DME and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE CENTER	SALEM TOWER ★	GND CON	UNICOM
124.55	125.8 291.7	119.1 (CTAF) L 257.2	121.9	122.95

ALTERNATE MISSED APCH FIX

LOM/INT TURNO SL I-SLE 5

EUG R-355

Procedure NA for arrivals at JAIME via V536 eastbound and arrivals at GLORR via V448 southbound.

MSA SL 25 NM

200° 3100 6300 110° 320° 4800

NEWBERG 117.4 UBG Chan 121

BATTLEGROUND 116.6 BTG Chan 113

ARTTY INT/FM I-SLE 5.6

BTG 44

ENROUTE FACILITIES

FEEDER FACILITIES

10 NM

LOCALIZER 110.3 I-SLE Chan 40

LOM/IAF TURNO 266 SL I-SLE 5

TURNO INT I-SLE 5

I-SLE 3.1

CORVALLIS 115.4 CVO Chan 101

SCIOS I-SLE 11.3

EUGENE 112.9 EUG Chan 76

(IF/IAF) GLORR I-SLE 18.5

(IAF) JAIME I-SLE 34.6

ELEV 214

TDZE 214

5811 X 150

5145 X 100

0.3% UP

0.3% UP

279

270

223

313° 3.9 NM from FAF

REIL Rwys 13, 16 and 34 L

HIRL Rwy 13-31 L

MIRL Rwy 16-34 L

4000 I-SLE LOC

ARTTY INT I-SLE 5.6

TURNO LOM/INT I-SLE 5

Remain within 10 NM

3.50° TCH 55

2600

960

1700

1.4 NM 0.6 1.9 NM

CATEGORY	A	B	C	D
S-31	780/24 566 (600-½)		780/50 566 (600-1)	780/60 566 (600-1¼)
CIRCLING	900-1 686 (700-1)	940-1 726 (800-1)	940-2 726 (800-2)	1000-2½ 786 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5811
CH 86202	313°	TDZE	214
W31A		Apt Elev	214

RNAV (GPS) RWY 31

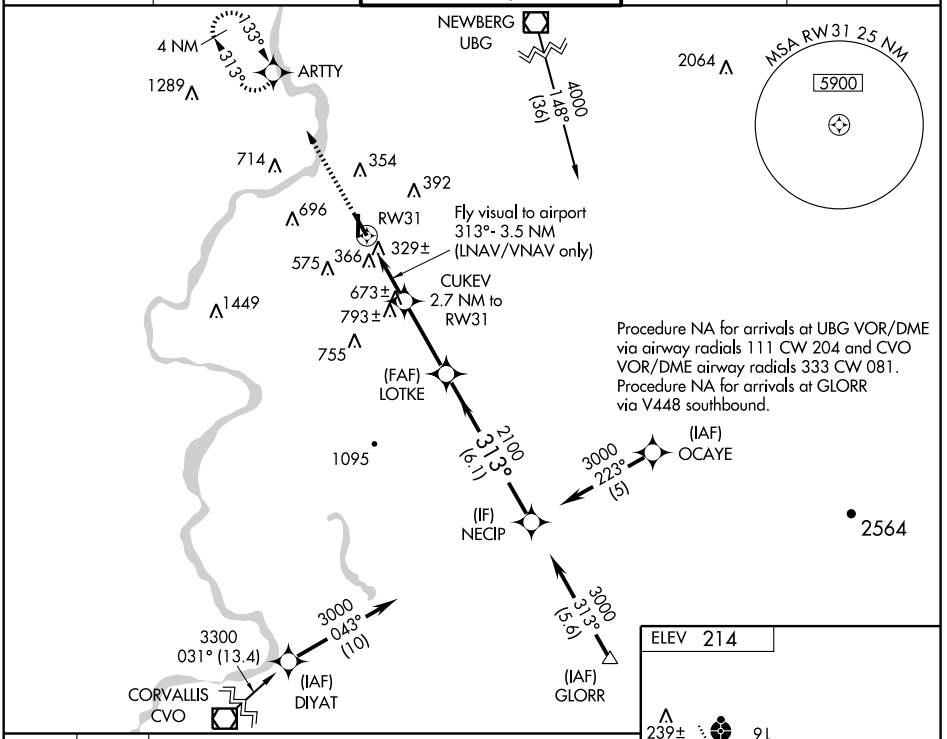
SALEM / MCNARY FIELD (SLE)

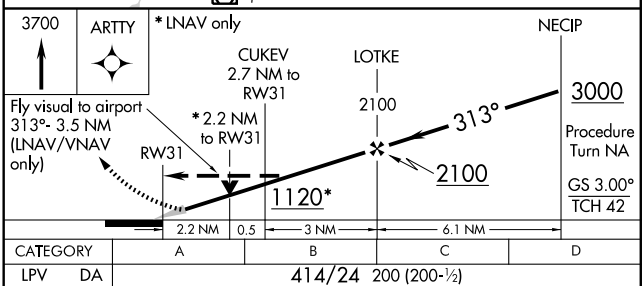
Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use McMinnville altimeter setting and increase all DA 49 feet; increase all MDA 60 feet and LNAV and circling visibility Cats B/C/D ¼ mile. Baro-VNAV and VDP NA when using McMinnville altimeter setting.

MALSR

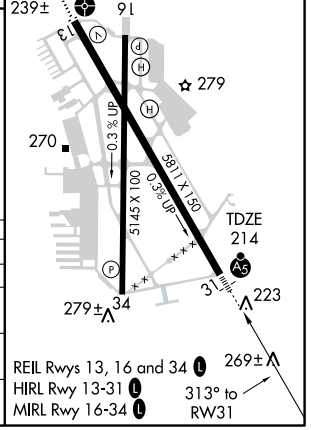
MISSED APPROACH: Climb to 3700 direct ARTTY and hold, continue climb-in-hold to 3700.

ATIS	SEATTLE CENTER	SALEM TOWER ★	GND CON	UNICOM
124.55	125.8 291.7	119.1 (CTAF) L 257.2	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	414/24 200 (200-½)			
LNAV/VNAV DA	1334-2 1120 (1200-2)		1334-3 1120 (1200-3)	
LNAV MDA	940/24 726 (800-½)		940-1½ 726 (800-1½)	940-1¾ 726 (800-1¾)
CIRCLING	940-1 726 (800-1)		940-2 726 (800-2)	1000-2½ 786 (800-2½)



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

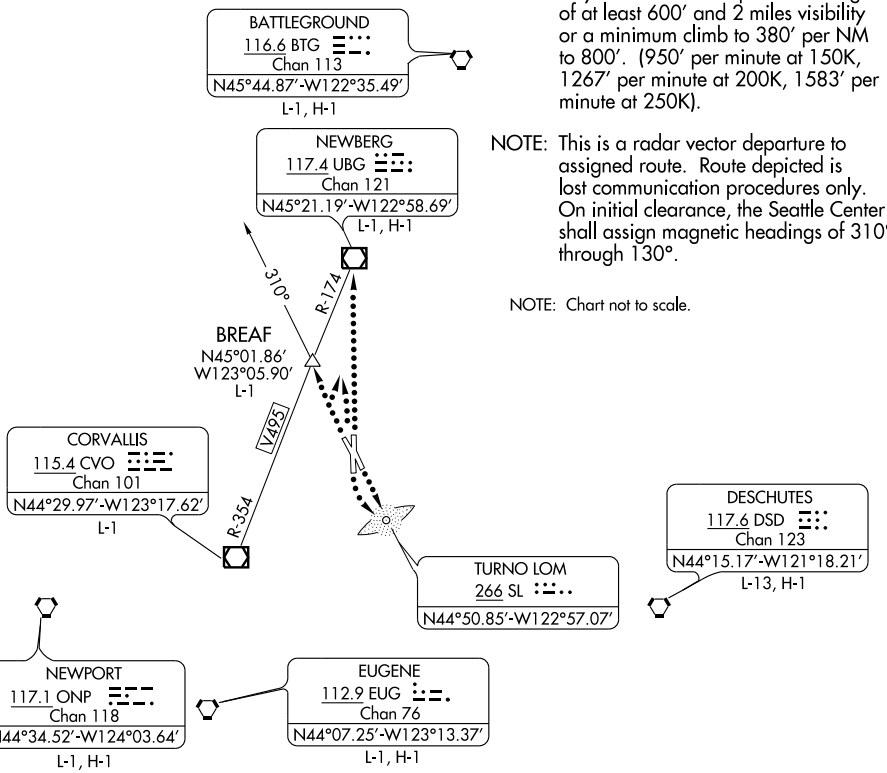
GND CON
121.9
SALEM TOWER ★
119.1 (CTAF) 257.2
SEATTLE CENTER
125.8 291.7

NOTE: Rwy 13-This SID requires a ceiling of at least 600′ and 2 miles visibility, or a minimum climb of 240′ per NM to 800′. (600′ per minute at 150K, 800′ per minute at 200K, 1000′ per minute at 250K).

NOTE: Rwy 16 - This SID requires a ceiling of at least 600′ and 2 miles visibility or a minimum climb to 380′ per NM to 800′. (950′ per minute at 150K, 1267′ per minute at 200K, 1583′ per minute at 250K).

NOTE: This is a radar vector departure to assigned route. Route depicted is lost communication procedures only. On initial clearance, the Seattle Center shall assign magnetic headings of 310° through 130°.

NOTE: Chart not to scale.



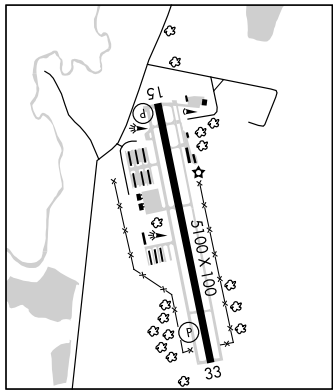
DEPARTURE ROUTE DESCRIPTION

Climb via specified turn and heading, contact Seattle Center for vectors to assigned route.
LOST COMMUNICATIONS: If not in contact with Seattle Center after reaching 2000′, continue climb to assigned altitude.
Take-off runways 13 and 16: (Rwy 16 turn left) proceed direct to SL LOM thence via (assigned route).
Take-off runways 31 and 34: (Rwy 31 right turn) proceed direct to UBG VOR/DME thence via (assigned route).
Helicopter only-runways 31 and 34: (Rwy 34 turn left) intercept and proceed outbound on the SL LOM 310° bearing to BREAF INT, thence via (assigned route).

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SANTIAM JUNCTION STATE (8S3) 0 S UTC−8(−7DT) N44°26.07′ W121°56.54′ **KLAMATH FALLS**
3780 TPA—4780(1000) NOTAM FILE MMV
RWY 06–24: 2800X150 (GRVL)
RWY 06: Trees. **RWY 24:** Trees.
AIRPORT REMARKS: Unattended. CLOSED Winters. Owner advises ctc with Department of Aviation 503–378–4880 prior to use. Land to east tkf to west. Arpt surrounded by trees and high terrain. Rwy 06–24 marked with white tires at corners. State Highway Maintenance Station nearby.
COMMUNICATIONS: CTAF 122.9

SCAPPOOSE INDUSTRIAL AIRPARK (SPB) 1 NE UTC−8(−7DT) N45°46.26′ W122°51.71′ **SEATTLE**
58 B S4 **FUEL** 100LL, JET A NOTAM FILE SPB **H–1B,L–1C**
RWY 15–33: H5100X100 (ASPH–RFSC) S–30, D–50, 2D–90 MIRL 0.5% up NW **IAP**
RWY 15: REIL. PAPI(P4R)—GA 3.73° TCH 41′. Tree.
RWY 33: PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
AIRPORT REMARKS: Attended 1600Z‡–dusk. Extensive ultralight activity on west side parallel twy. PAPI Rwy 33 OTS indef.
WEATHER DATA SOURCES: ASOS 135.875 (503) 543–6401.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PORTLAND APP CON** 124.35 Ⓡ**PORTLAND DEP CON** 133.0
CLNC DEL 121.65
RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.
BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 256° 11.4 NM to fld. 253/21E.
ILS/DME 111.1 I–FKO Chan 48 Rwy 15. LOC only. LOC unusable byd 20° west of course.



SEASIDE MUNI (56S) 1 NE UTC−8(−7DT) N46°00.90′ W123°54.46′ **SEATTLE**
12 B TPA—1012(1000) NOTAM FILE MMV
RWY 16–34: H2211X50 (ASPH) S–12 LIRL
RWY 16: Thld dsplcd 155′. Trees. **RWY 34:** Tree.
AIRPORT REMARKS: Unattended. Birds and elk on and in vicinity of rwy.
COMMUNICATIONS: CTAF 122.9

SEXTON SUMMIT STX N42°36.00′ W123°22.04′/3838. **KLAMATH FALLS**
ASOS 118.375 541–471–1460 **L–2J**

SEXTON SUMMIT N42°35.99′ W123°22.04′ **KLAMATH FALLS**
RCO 122.5 (MC MINNVILLE RADIO) **L–2J**

SILETZ BAY STATE (See GLENEDEN BEACH)

SILVER LAKE F S STRIP (45S) 3 SW UTC−8(−7DT) N43°06.66′ W121°05.65′ **KLAMATH FALLS**
4492 NOTAM FILE MMV
RWY 03–21: 3000X55 (GRVL–DIRT)
RWY 03: Fence. **RWY 21:** Fence.
AIRPORT REMARKS: Unattended. Rwy soft when wet, call 541–576–7520 for current conditions. Rwy 03 outlined with white tires. Rwy 03–21 has fence post at each end of rwy painted orange and white. Rwy 03–21 weed growth and sage throughout primary sfc.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-FKO	APP CRS	Rwy Idg	5100
111.1	149°	TDZE	55
Chan 48		Apt Elev	55

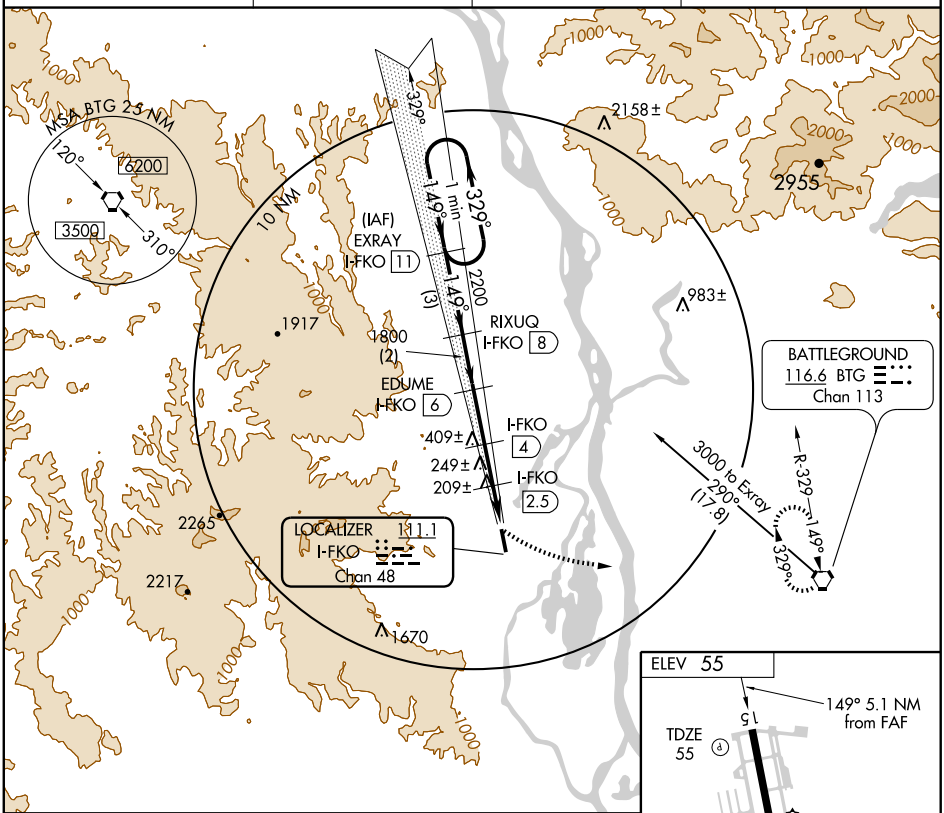
LOC/DME RWY 15

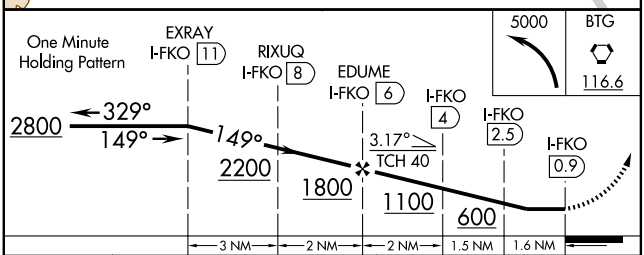
SCAPPOOSE INDUSTRIAL AIRPARK (SPB)

Circling not authorized west of Rwy 15-33.

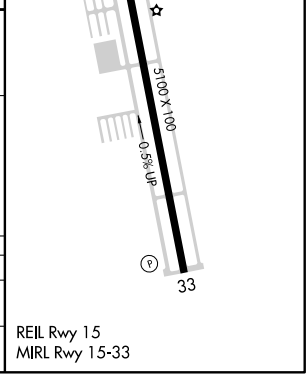
MISSED APPROACH: Climbing left turn to 5000 direct BTG VORTAC and hold.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
135.875	124.35 299.2	121.65	122.8 (CTAF)





CATEGORY	A	B	C	D
S-15	460-1 405 (500-1)		460-1¼ 405 (500-1¼)	
CIRCLING	480-1 425 (500-1)	520-1 465 (500-1)	520-1½ 465 (500-1½)	620-2 565 (600-2)



REIL Rwy 15
MIRL Rwy 15-33

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

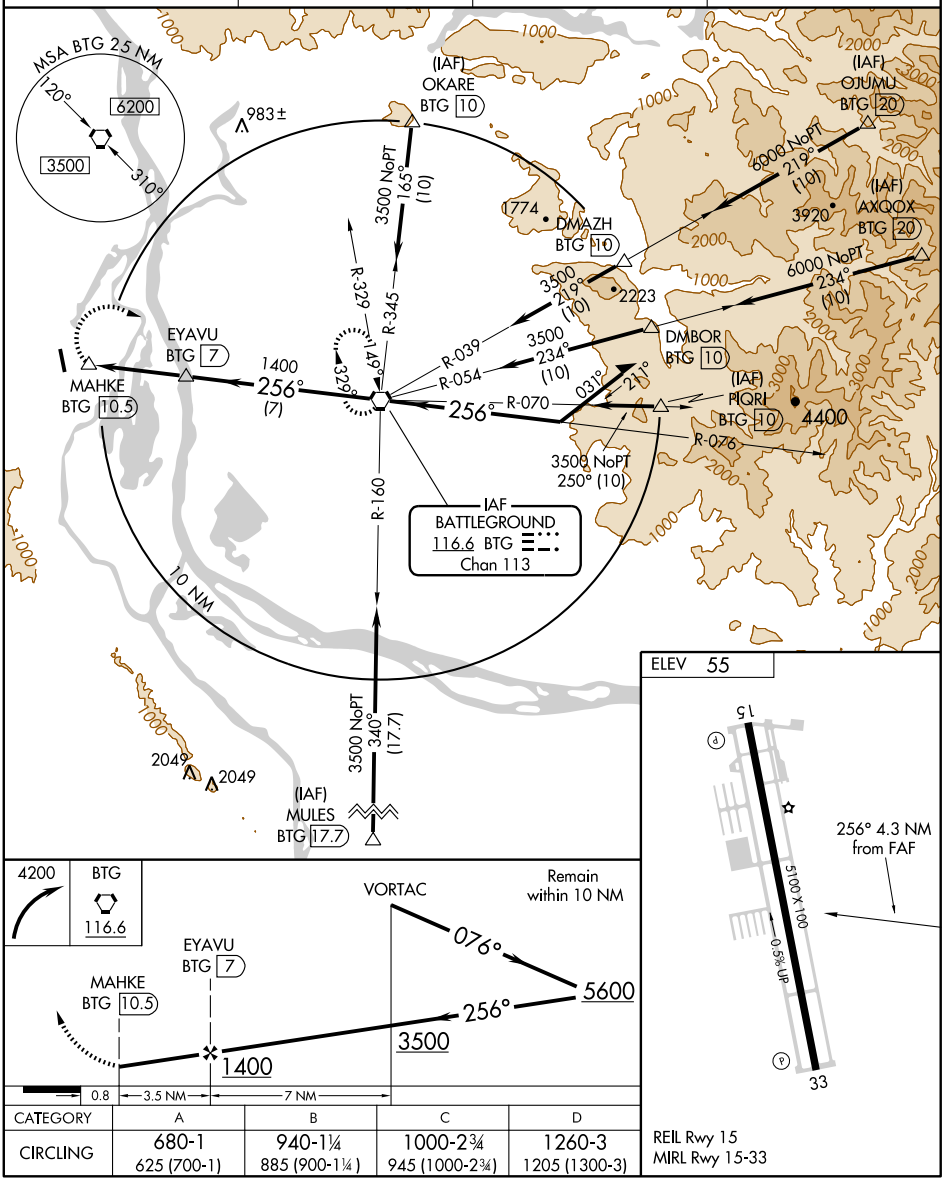
VORTAC BTG	APP CRS	Rwy Idg	N/A
116.6	256°	TDZE	N/A
Chan 113		Apt Elev	55

VOR/DME or GPS-A

SCAPPOOSE INDUSTRIAL AIRPARK (SPB)

MISSED APPROACH: Climbing right turn to 4200 direct BTG VORTAC and hold.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
135.875	124.35 299.2	121.65	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	680-1 625 (700-1)	940-1¼ 885 (900-1¼)	1000-2¾ 945 (1000-2¾)	1260-3 1205 (1300-3)

REIL Rwy 15
MIRL Rwy 15-33

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

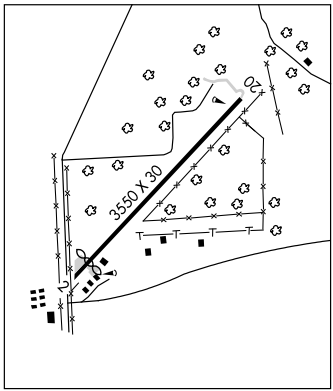
SISTERS EAGLE AIR (6K5) 1 N UTC−8(−7DT) N44°18.27′ W121°32.35′ KLAMATH FALLS
3168 NOTAM FILE MMV L–1B

RWY 02–20: H3550X30 (ASPH) S–4
RWY 02: Thld dsplcd 340′ Tree. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. Rising terrain off departure end of Rwy 02. Check density altitude/acft performance prior to tkf. Avoid overflights of homes to northeast. Pilots may consider a departure climb over meadow approximately 45° to the left of the departure end of Rwy 02. Rwy 02–20 numbers and centerline smaller than std. Landing fee.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 269° 10.6 NM to fld. 4101/18E. **HIWAS.**



SKYPORT (See CORNELIUS)

SOUTHWEST OREGON RGNL (See NORTH BEND)

SPORTSMAN AIRPARK (See NEWBERG)

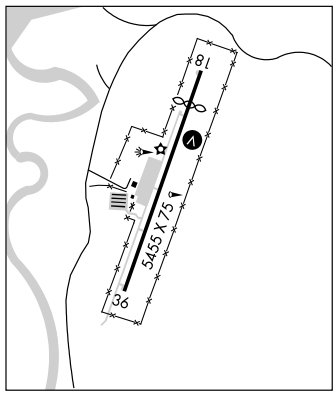
STARK'S TWIN OAKS AIRPARK (See HILLSBORO)

SUNRIVER (S21) 1 W UTC−8(−7DT) N43°52.58′ W121°27.18′ KLAMATH FALLS
4164 B **FUEL** 100LL, JET A, A+ TPA—5164(1000) NOTAM FILE MMV H–1B, L–1A, 11A
RWY 18–36: H5455X75 (ASPH) S–30 LIRL IAP
RWY 18: VASI(V2L)—GA 3.5° TCH 22′. Thld dsplcd 988′. Tree. Rgt tfc. **RWY 36:** Trees.

AIRPORT REMARKS: Attended 1 Apr–15 May 1630–0100Z‡, 16 May–15 Jun 1600–0200Z‡, 16 June–15 Sep 1600–0200Z‡, 16 Sep–15 Oct 1600–0130Z‡, 16 Oct–30 Nov 1600–0100Z‡, 1 Dec–31 Mar 1630–0030Z‡. After hrs fuel call 541–593–4603 for insructions or call after hrs emergency 541–480–1688. Flocks of waterfowl invof arpt. For fuel after hrs phone 541–593–1000. For noise abatement departing acft are urged to climb west of arpt prior to turning on course. ACTIVATE LIRL Rwy 18–36 and VASI Rwy 18—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (MC MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 128.15

RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 178° 23.5 NM to fld. 4101/18E. **HIWAS.**



THE DALLES N45°42.82′ W121°06.06′ SEATTLE
RCO 122.65 (SEATTLE RADIO) L–13A

RNAV (GPS) RWY 18

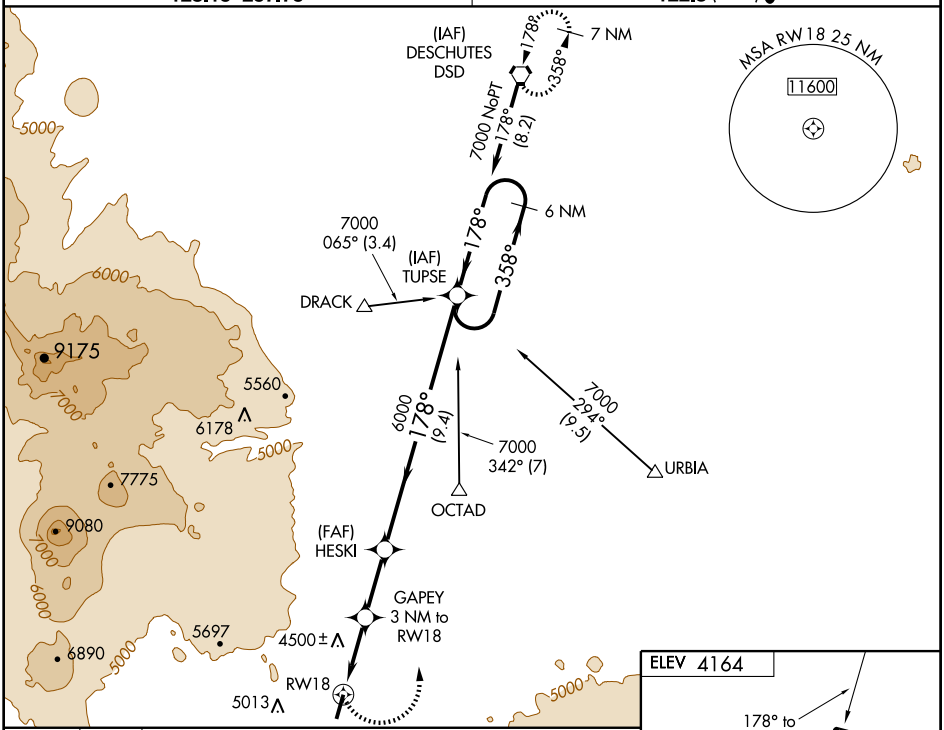
SUNRIVER (S21)

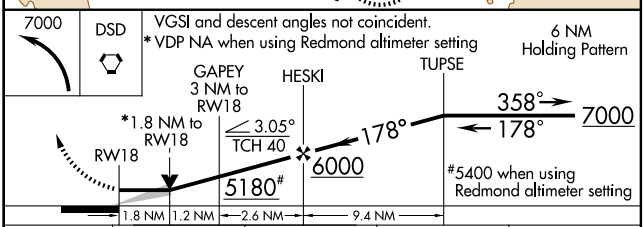
APP CRS	Rwy Idg	4467
178°	TDZE	4162
	Apt Elev	4164

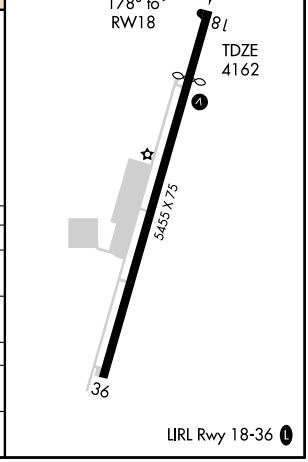
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Circling NA at night to Rwy 36.
Obtain local altimeter setting on CTAF; when not received, use Redmond altimeter setting.

MISSED APPROACH: Climbing left turn to 7000 direct DSD VORTAC and hold.

SEATTLE CENTER	UNICOM
128.15 257.75	122.8 (CTAF)







LIRL Rwy 18-36

CATEGORY	A	B	C	D
LNAV MDA	4760-1 598 (600-1)		4760-1½ 598 (600-1½)	4960-2½ 798 (800-2½)
CIRCLING	4920-1 756 (800-1)	4920-1¼ 756 (800-1¼)	5040-2½ 876 (900-2½)	5380-3 1216 (1300-3)
REDMOND ALTIMETER SETTING MINIMUMS				
LNAV MDA	4980-1 818 (900-1)	4980-1¼ 818 (900-1¼)	4980-2½ 818 (900-2½)	4980-2¾ 818 (900-2¾)
CIRCLING	5140-1¼ 976 (1000-1¼)	5140-1½ 976 (1000-1½)	5260-3 1096 (1100-3)	5580-3 1416 (1500-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC DSD	APP CRS	Rwy Idg 4467
117.6	178°	TDZE 4162
Chan 123		Apt Elev 4164

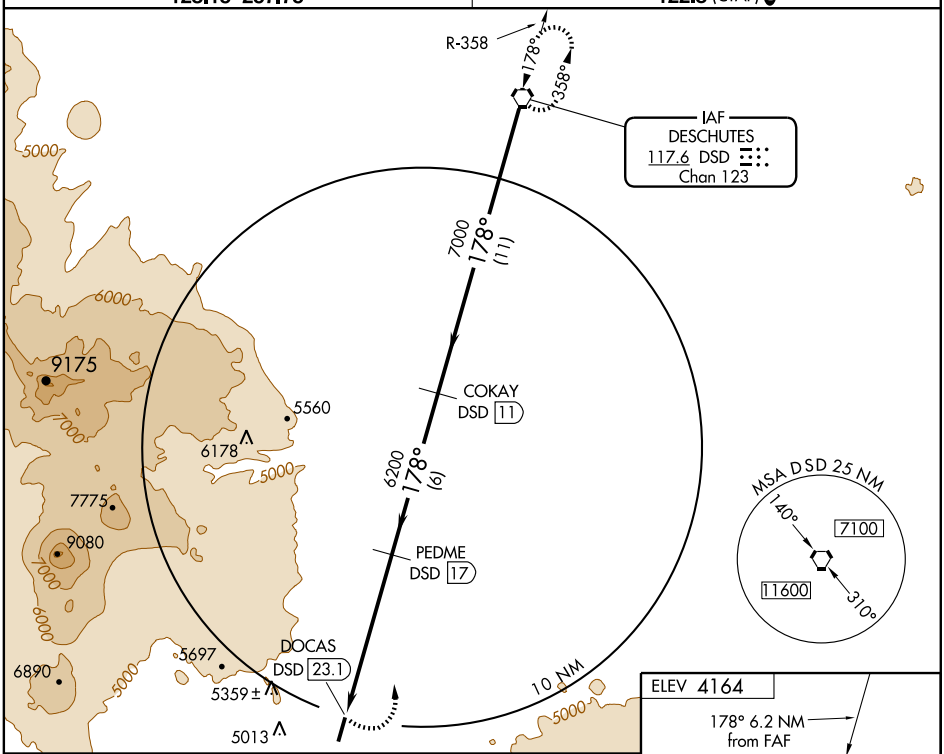
VOR/DME RWY 18

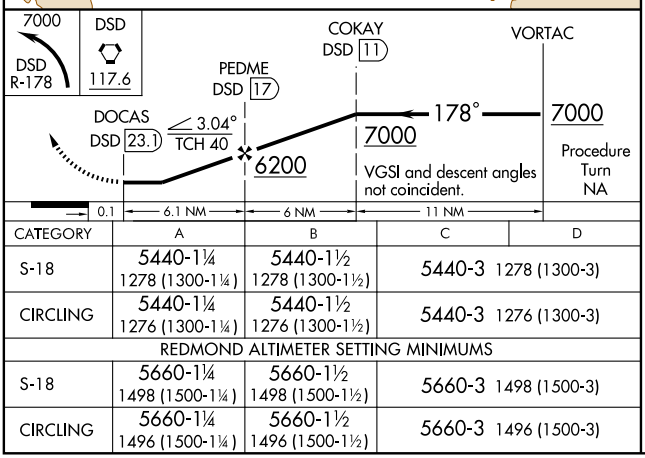
SUNRIVER (S21)

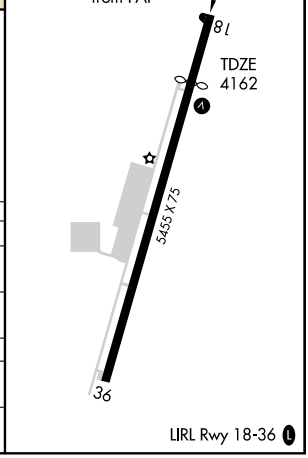
Obtain local altimeter setting on CTAF; when not received, use Redmond altimeter setting.
Circling NA at night to Rwy 36.

MISSED APPROACH: Climbing left turn to 7000 via DSD R-178 to DSD VORTAC and hold.

SEATTLE CENTER	UNICOM
128.15 257.75	122.8 (CTAF)







CATEGORY	A	B	C	D
S-18	5440-1¼ 1278 (1300-1¼)	5440-1½ 1278 (1300-1½)	5440-3 1278 (1300-3)	
CIRCLING	5440-1¼ 1276 (1300-1¼)	5440-1½ 1276 (1300-1½)	5440-3 1276 (1300-3)	
REDMOND ALTIMETER SETTING MINIMUMS				
S-18	5660-1¼ 1498 (1500-1¼)	5660-1½ 1498 (1500-1½)	5660-3 1498 (1500-3)	
CIRCLING	5660-1¼ 1496 (1500-1¼)	5660-1½ 1496 (1500-1½)	5660-3 1496 (1500-3)	

LIRL Rwy 18-36

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

THE DALLES

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS) 2 NE UTC−8(−7DT)

SEATTLE
H–1B, L–13A
IAP

N45°37.11′ W121°10.04′

247 B S4 **FUEL** 100LL, JET A1 NOTAM FILE DLS

RWY 12–30: H5097X100 (ASPH) S–30, D–30 MIRL 0.6% up SE

RWY 12: Thld dsplcd 200′. Trees. **RWY 30:** REIL.

RWY 07–25: H4647X100 (ASPH) S–30, D–30 MIRL 0.7% up E

RWY 07: Thld dsplcd 440′. Trees. **RWY 25:** Thld dsplcd 196′.

AIRPORT REMARKS: Attended 1600–0200Z‡. Waterfowl on and inovf arpt. PPR for overweight ldgs. Mtns byd 5000′ approach Rwy 30. Arpt physically located in state of Washington. ACTIVATE MIRL Rwy 12–30, Rwy 07–25 and REIL Rwy 30–CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (509) 767–1726.

COMMUNICATIONS: CTAF/UNICOM 123.0

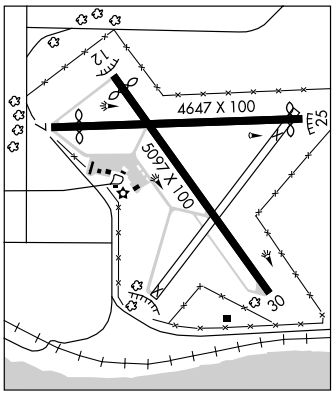
THE DALLES RCO 122.65 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 119.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.

KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81′ W121°06.05′ 185° 6.4 NM to fld. 3220/21E. **HIWAS.**

ILS/DME 109.35 I–DLS Chan 30(Y) Rwy 25. LOC unusable byd 33° right of course.



TILLAMOOK (TMK) 3 S UTC−8(−7DT) N45°25.10′ W123°48.86′

SEATTLE
H–1A, L–1C
IAP

36 B **FUEL** 100LL, JET A NOTAM FILE TMK

RWY 13–31: H5001X100 (ASPH) S–60, D–75, 2D–125 MIRL 0.4% up SE

RWY 13: REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Fence.

RWY 31: PAPI(P2L)—GA 3.5° TCH 40′. Brush.

RWY 01–19: H2910X75 (ASPH) S–40, D–46, 2D–67 MIRL

RWY 01: PAPI(P2L)—GA 4.0° TCH 45′. Fence.

RWY 19: PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.

AIRPORT REMARKS: Attended 1700–0100Z‡. Rwy 13 REIL out of svc indefinitely. Ultralight acft on and invof arpt. Occasional flocks of birds on or near arpt. ACTIVATE MIRL Rwy 13–31 and Rwy 01–19—CTAF. PAPI Rwy 13, Rwy 31, Rwy 01, and Rwy 19 opr continuously.

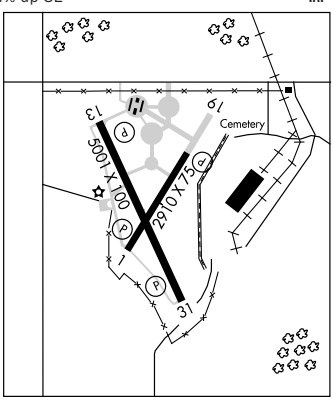
WEATHER DATA SOURCES: AWOS–3 120.0 (503) 842–8792.

COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE APP/DEP CON 124.2.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 256° 35.6 NM to fld. 1440/21E. **HIWAS.**



TOKETEE STATE (See CLEARWATER)

TOLEDO STATE (5S4) 1 SW UTC−8(−7DT) N44°36.06′ W123°56.37′

SEATTLE

7 TPA—1007(1000) NOTAM FILE MMV

RWY 13–31: H1750X40 (ASPH)

RWY 13: Trees. **RWY 31:** Trees.

AIRPORT REMARKS: Unattended. Numerous deer and waterfowl invof of arpt. Owner advises contact with Department of Aviation 503–378–4880 prior to use. Trees in transition area. Rwy 13 has 120′ trees near centerline, curve apch path from over water. Unpaved ramp and twy.

COMMUNICATIONS: CTAF 122.9

TURNO N44°50.85′ W122°57.06′. NOTAM FILE SLE.

SEATTLE

NDB (LOM) 266 SL 330° 4.3 NM to McNary Fld. LOM unmonitored when twr clsd.

LOC/DME I-DLS	APP CRS	Rwy Idg	4451
109.35	234°	TDZE	243
Chan 30 (Y)		Apt Elev	247

COPTER LDA/DME RWY 25

THE DALLES/COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

T NA — Glide slope provided by standard glide slope equipment. If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 7000 via heading 125° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000.

ASOS	SEATTLE CENTER	UNICOM
135.175	119.65 257.6	123.0 (CTAF) L

NW-1, 26 AUG 2010 to 23 SEP 2010

LDA/GLIDE SLOPE

KLICKITAT 112.3 LTJ Chan 70

2729 2291 3129 2345

3220 2510± R-080

054° 1 min 234°

4000 2969 (4.7)

(IF/IAF) VECCU I-DLS 13 LTJ 10

LIREY I-DLS 8.3

1450± 1070 356 709 830

LOCALIZER 109.35 I-DLS Chan 30 (Y) LOC offset 15°

NoPT for arrival at VECCU on V112 westbound.

10 NM

R-165

JIREN LTJ 15

165° 345°

2613±

MSA LTJ 30 NM

175° 13600 7100 085° 265° 12600 4600 355°

ELEV 247

TDZE 243

4647 X 100 0.7% UP

5097 X 100 0.6% UP

7 25 234° 12 30

1200	7000 hdg 125°	LTJ R-165 112.3	JIREN

Use I-DLS DME when on the localizer course.

VECCU I-DLS 13 — One Minute Holding Pattern

LIREY I-DLS 8.3

054° 234° 5300

234° 4000

GS 4.20° TCH 43

8.2 NM 4.7 NM

CATEGORY	COPTER	B	C	D
H-LDA/GS 25	783-1½ 540 (600-1½)	NA		

REIL Rwy 30 L

MIRL Rwys 7-25 and 12-30 L

THE DALLES/COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

45°37′N - 121°10′W

COPTER LDA/DME RWY 25

LOC/DME I-DLS	APP CRS	Rwy Idg	4451
109.35	234°	TDZE	243
Chan 30 (Y)		Apt Elev	247

LDA/DME RWY 25

THE DALLES/ COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

T NA — Glide slope provided by standard glide slope equipment. Visibility reduction by helicopters NA. If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 7000 via heading 135° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000.

ASOS	SEATTLE CENTER	UNICOM
135.175	119.65 257.6	123.0 (CTAF) L

LDA/GLIDE SLOPE

KLICKITAT 112.3 LTJ Chan 70

NoPT for arrival at VECCU on V112 westbound.

3220 2510± R-080 4000 2969 (4.7) 234° 1 min 054° 234° 054°

(IF/IAF) VECCU I-DLS 13 LTJ 10

LIREY I-DLS 8.3 1450±

LOCALIZER 109.35 I-DLS Chan 30 (Y) LOC offset 15°

R-165 10 NM

JIREN LTJ 15 165° 345°

2729 2291 3129 2345 356 1070 709 830 2613±

MSA LTJ 30 NM: 175°–355° 13600 7100; 085°–265° 12600 4600

ELEV 247

TDZE 243

4647 X 100 0.7% UP 25 234°

5097 X 100 0.8% UP 7 30

REIL Rwy 30 L

MIRL Rwys 7-25 and 12-30 L

1600	7000	LTJ	JIREN
	hdg 135°	R-165	△

Use I-DLS DME when on the localizer course.

VECCU I-DLS 13 — One Minute Holding Pattern

LIREY I-DLS 8.3 — 234° 4000 — 054° 234° 5300

GS 4.20° TCH 43

8.2 NM 4.7 NM

CATEGORY	A	B	C	D
S-LDA/GS 25	1368-2¾	1125 (1200-2¾)		NA

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	N/A
335°	TDZE	N/A
	Apt Elev	247

RNAV (GPS)-A

THE DALLES/COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

DME/DME RNP-0.3 NA. Circling to Rwy 7 NA at night.
Visibility reduction by helicopters NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 4500 direct CEVBI and hold.

ASOS	SEATTLE CENTER	UNICOM
135.175	119.65 257.6	123.0 (CTAF) L

NW-1, 26 AUG 2010 to 23 SEP 2010

Procedure NA for arrivals at CEVBI via V497 southeastbound

2729 3129 3220 2510± 2969 2120 1450± 2345 1062 356 709 1037± 830 4200 5920 5651 2613± 3343

(MAP) JALEL
HAMUB 1.8 NM to JALEL
(FAF) GOCEN
(IF) FEGMU
(IAF) CEVBI

335° 3000 (6)
4500 240° (14.8)
118° 4 NM
298°

MSA JALEL 25 NM 12600

ELEV 247

4647 X 100
0.7% UP
5097 X
0.6% UP
7 25 12 30 100

335° to JALEL

REIL Rwy 30 L
MIRL Rwy 7-25 and 12-30 L

4500 CEVBI

JALEL HAMUB 1.8 NM to JALEL GOCEN FEGMU
335° 4500 3000 2040
Procedure Turn NA
1.8 NM 2.6 NM 6 NM

CATEGORY	A	B	C	D
CIRCLING	1320-1¼ 1073 (1100-1¼)	1320-1½ 1073 (1100-1½)	1320-3 1073 (1100-3)	1360-3 1113 (1200-3)

THE DALLES

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS) 2 NE UTC−8(−7DT)

SEATTLE
H–1B, L–13A
IAP

N45°37.11′ W121°10.04′

247 B S4 **FUEL** 100LL, JET A1 NOTAM FILE DLS

RWY 12–30: H5097X100 (ASPH) S–30, D–30 MIRL 0.6% up SE

RWY 12: Thld dsplcd 200′. Trees. **RWY 30:** REIL.

RWY 07–25: H4647X100 (ASPH) S–30, D–30 MIRL 0.7% up E

RWY 07: Thld dsplcd 440′. Trees. **RWY 25:** Thld dsplcd 196′.

AIRPORT REMARKS: Attended 1600–0200Z‡. Waterfowl on and inovf arpt. PPR for overweight ldgs. Mtns byd 5000′ approach Rwy 30. Arpt physically located in state of Washington. ACTIVATE MIRL Rwy 12–30, Rwy 07–25 and REIL Rwy 30–CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (509) 767–1726.

COMMUNICATIONS: CTAF/UNICOM 123.0

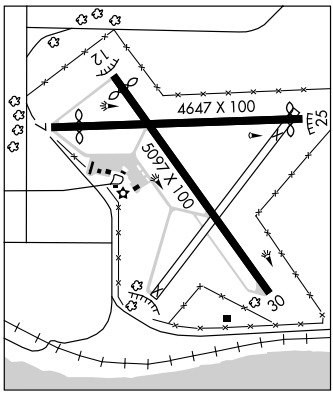
THE DALLES RCO 122.65 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 119.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.

KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81′ W121°06.05′ 185° 6.4 NM to fld. 3220/21E. **HIWAS.**

ILS/DME 109.35 I–DLS Chan 30(Y) Rwy 25. LOC unusable byd 33° right of course.



TILLAMOOK (TMK) 3 S UTC−8(−7DT) N45°25.10′ W123°48.86′

SEATTLE
H–1A, L–1C
IAP

36 B **FUEL** 100LL, JET A NOTAM FILE TMK

RWY 13–31: H5001X100 (ASPH) S–60, D–75, 2D–125 MIRL 0.4% up SE

RWY 13: REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Fence.

RWY 31: PAPI(P2L)—GA 3.5° TCH 40′. Brush.

RWY 01–19: H2910X75 (ASPH) S–40, D–46, 2D–67 MIRL

RWY 01: PAPI(P2L)—GA 4.0° TCH 45′. Fence.

RWY 19: PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.

AIRPORT REMARKS: Attended 1700–0100Z‡. Rwy 13 REIL out of svc indefinitely. Ultralight acft on and invof arpt. Occasional flocks of birds on or near arpt. ACTIVATE MIRL Rwy 13–31 and Rwy 01–19—CTAF. PAPI Rwy 13, Rwy 31, Rwy 01, and Rwy 19 opr continuously.

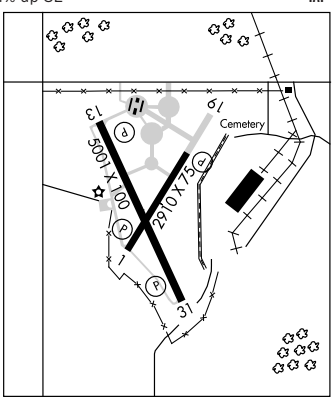
WEATHER DATA SOURCES: AWOS–3 120.0 (503) 842–8792.

COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE APP/DEP CON 124.2.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 256° 35.6 NM to fld. 1440/21E. **HIWAS.**



TOKETEE STATE (See CLEARWATER)

TOLEDO STATE (5S4) 1 SW UTC−8(−7DT) N44°36.06′ W123°56.37′

SEATTLE

7 TPA—1007(1000) NOTAM FILE MMV

RWY 13–31: H1750X40 (ASPH)

RWY 13: Trees. **RWY 31:** Trees.

AIRPORT REMARKS: Unattended. Numerous deer and waterfowl invof of arpt. Owner advises contact with Department of Aviation 503–378–4880 prior to use. Trees in transition area. Rwy 13 has 120′ trees near centerline, curve apch path from over water. Unpaved ramp and twy.

COMMUNICATIONS: CTAF 122.9

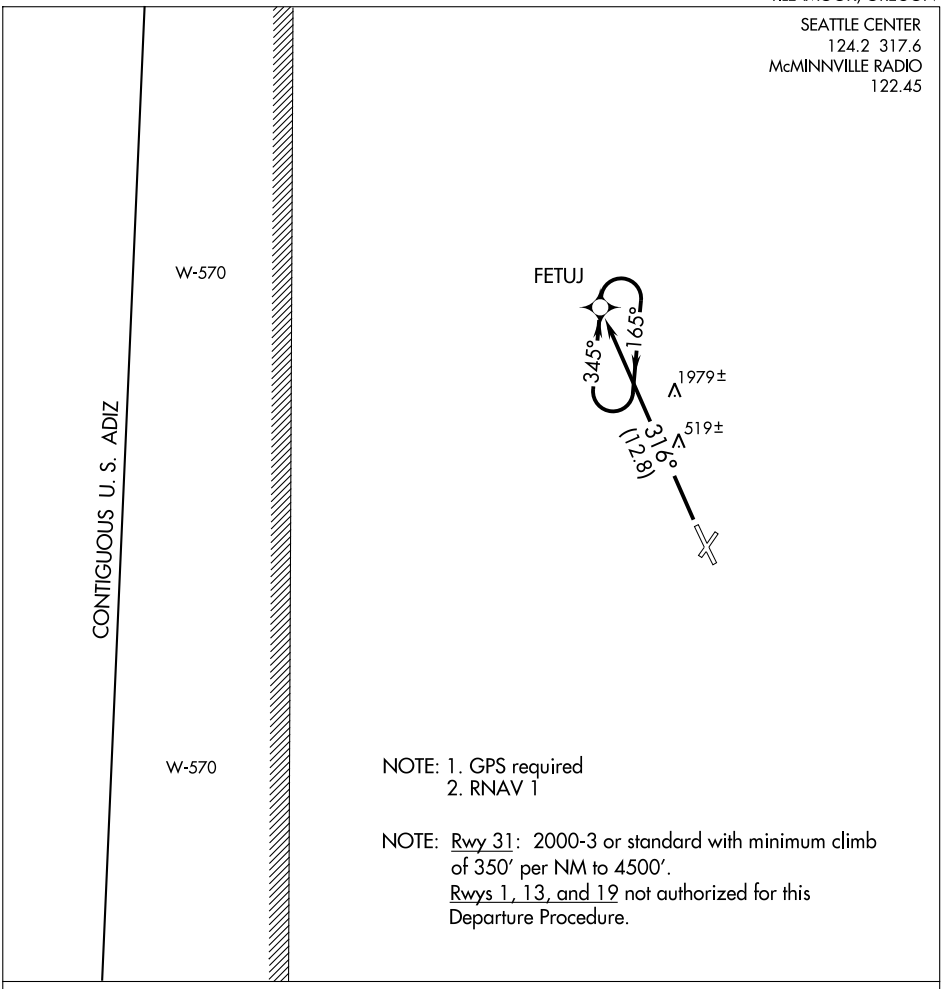
TURNO N44°50.85′ W122°57.06′. NOTAM FILE SLE.

SEATTLE

NDB (LOM) 266 SL 330° 4.3 NM to McNary Fld. LOM unmonitored when twr clsd.

FETUJ ONE DEPARTURE (RNAV) (OBSTACLE)

SEATTLE CENTER
124.2 317.6
McMINNVILLE RADIO
122.45



NOTE: 1. GPS required
2. RNAV 1

NOTE: Rwy 31: 2000-3 or standard with minimum climb of 350′ per NM to 4500′.
Rwys 1, 13, and 19 not authorized for this Departure Procedure.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 31: Climb to 5000 via 316° course to FETUJ WP.

Northbound aircraft continue on course to assigned altitude.

Southbound aircraft continue climb in FETUJ WP holding pattern (south, right turn, 345° inbound) to MEA for assigned route before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5001
136°	TDZE	28
	Apt Elev	36

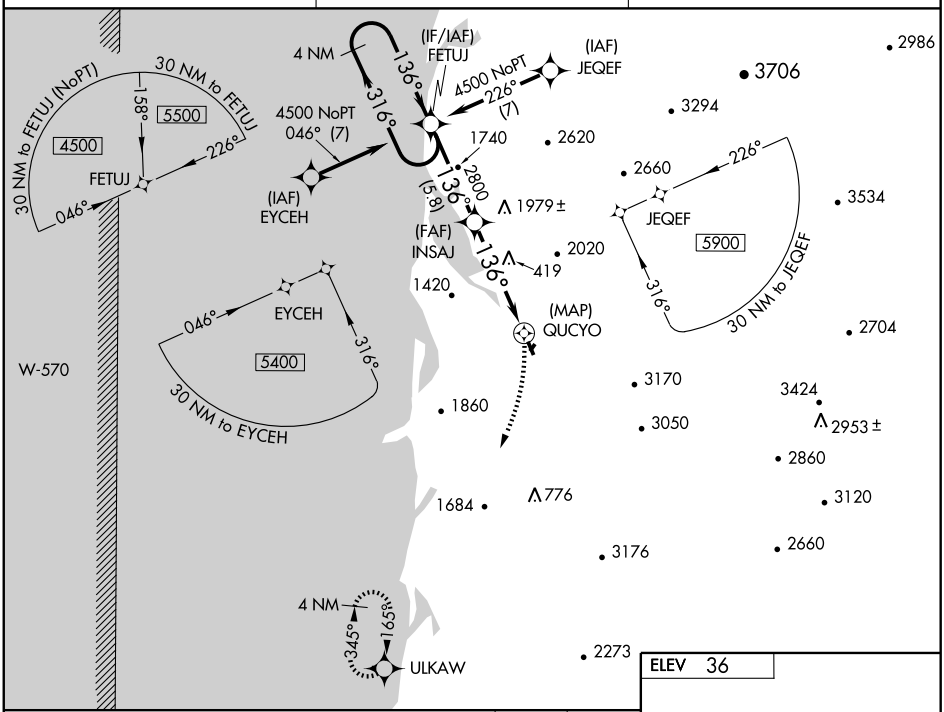
RNAV (GPS) RWY 13

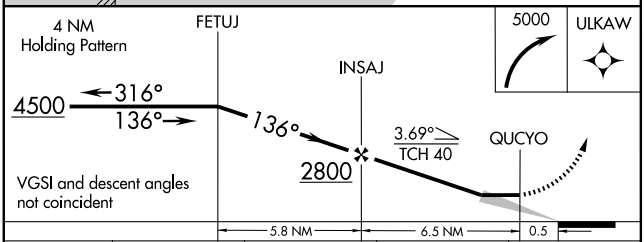
TILLAMOOK (TMK)

When local altimeter setting not received, use Astoria altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Circling NA Rwy 1-19 at night.

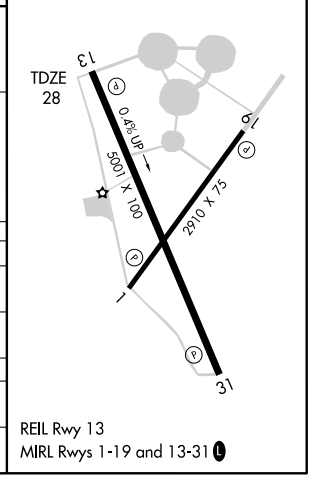
MISSED APPROACH: Climbing right turn to 5000 direct ULKAW WP and hold.

AWOS-3	SEATTLE CENTER	UNICOM
120.0	124.2 317.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	760-1 732 (800-1)		760-2 732 (800-2)	NA
CIRCLING	880-1 844 (900-1)	920-1¼ 884 (900-1¼)	920-2¾ 884 (900-2¾)	NA
ASTORIA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1280-1¼ 1252 (1300-1¼)	1280-1½ 1252 (1300-1½)	1280-3 1252 (1300-3)	NA
CIRCLING	1420-1¼ 1384 (1400-1¼)	1460-1½ 1424 (1500-1½)	1460-3 1424 (1500-3)	NA



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBANY, OR

ALBANY MUNI ..... **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI ..... **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL ..... **RNAV (GPS) Rwy 26[12]**
VOR Rwy 8[3]
[1]NA when local weather not available.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[3]Category C, 800-2¼; Category D, 900-3.

AURORA, OR

AURORA STATE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[2]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BAKER, MT

BAKER MUNI ..... **NDB Rwy 13[1]**
NDB Rwy 31[2]
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI ..... **RNAV (GPS) Rwy 13[12]**
VOR-A[13]
VOR/DME Rwy 13[24]
[1]NA when local weather not available.
[2]Category D, 900-2¾.
[3]Categories A,B, 1900-2; Categories C,D, 1900-3.
[4]NA when control zone not in effect.

NAME — ALTERNATE MINIMUMS

BELLINGHAM, WA

BELLINGHAM INTL ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD ..... **VOR Rwy 31**
Category D, 800-2¼.

BILLINGS, MT

BILLINGS LOGAN INTL ..... **NDB Rwy 10L[1]**
RNAV (GPS) Rwy 10L[2]
RNAV (GPS) Rwy 28R[3]
[1]Category D, 800-2¼.
[2]Categories A,B,C,D, 800-2¼.
[3]Categories A,B, 900-2; Categories C,D, 900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN FIELD) ..... **LOC BC Rwy 28L**
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD ..... **RNAV (GPS)-A[1]**
VOR Rwy 12[2]
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19[1]
NA when local weather not available.
[1]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

BUFFALO, WY

JOHNSON COUNTY ..... **RNAV (GPS) Rwy 31**[1]
VOR/DME Rwy 31[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID

BURLEY MUNI ..... **VOR-A**
VOR/DME-B
NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL ..... **NDB Rwy 10**[1]
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.
[1]Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR

BURNS MUNI ..... **VOR Rwy 30**
Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT

BERT MOONEY ..... **ILS Y Rwy 15**[1]
LOC/DME Rwy 15[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Z Rwy 15,1200-2
VOR or GPS-B,1400-3
VOR/DME or GPS-A,3000-3
[1]Categories A, B, C, 1200-4.
[2]Categories A,B, 1300-2; Categories C,D, 1300-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID

CALDWELL INDUSTRIAL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CASPER, WY

CASPER/NATRONA COUNTY INTL ..... **ILS or LOC Rwy 3**
ILS, Categories A,B, 800-2; Category C 800-2½; Category D, 800-2¾; Category E, 900-3.
LOC, Category C, 800-2½; Category D, 800-2¾; Category E, 900-3.

NAME ALTERNATE MINIMUMS

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD ..... **ILS or LOC Rwy 27**[1]
NDB Rwy 27[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CODY, WY

YELLOWSTONE REGIONAL ..... **RNAV (GPS) Rwy 22**[1]
VOR or GPS-A[2]
[1]Category C, 800-2¼; Category D, 200-2¾.
[2]Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD .... **ILS or LOC/DME Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
VOR Rwy 5
VOR/DME Rwy 1
NA when local weather not available.

CORVALLIS, OR

CORVALLIS MUNI ..... **VOR-A**
Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA

DEER PARK ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

DILLON, MT

DILLON ..... **VOR or GPS-A,**1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ..... **VOR Rwy 29**
Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ..... **RNAV (GPS)-A**
Categories A, B, 1100-2.
NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ..... **RNAV (GPS) Rwy 25**[1]
RNAV (GPS) Rwy 29
VOR-B[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category A, 1500-2.

NAME ALTERNATE MINIMUMS

EPHRATA, WA
EPHRATA MUNI ..... **RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 21[2]
VOR/DME Rwy 3[1]
VOR Rwy 21[1]
NA when local weather not available.
[1]Category D, 1300-3.
[2]Category C, 800-2¼; Category D, 1300-3.

EUGENE, OR
MAHLON-SWEET
FIELD ..... **ILS or LOC/DME Z Rwy 16R**[1]
ILS or LOC Y Rwy 16R[1]
ILS or LOC/DME Rwy 16L[12]
RNAV (GPS) Rwy 34R[2]
VOR or GPS-A[3]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

EVANSTON, WY
EVANSTON-UINTA COUNTY
BURNS FIELD ..... **ILS or LOC/DME Rwy 23**
Categories C,D, 700-2.

EVERETT, WA
SNOHOMISH COUNTY(PAINE
FIELD) ..... **ILS or LOC/DME Rwy 16R**
NA when control tower closed.
NA when local weather not available.

FORT BENTON, MT
FORT BENTON ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

GILLETTE, WY
GILLETTE-CAMPBELL
COUNTY ..... **ILS or LOC Rwy 34**[12]
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[4]
VOR/DME Rwy 16[5]
VOR/DME Rwy 34[1]
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]NA when control tower closed.
[3]Categories A,B,C, 800-2¼; Category D, 1000-3.
[4]Categories A,B,C,D, 1200-4.
[5]Category C, 800-2¼; Category D, 1000-3.

GLASGOW, MT
WOKAL FIELD/
GLASGOW INTL ..... **VOR Rwy 12**
Categories A,B, 900-2; Categories C,D, 900-3.
VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT
DAWSON
COMMUNITY ..... **NDB or GPS Rwy 12,**900-2¾

GOODING, ID
GOODING MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

GRAY AAF (KGRF)
FORT LEWIS, WA ..... **NDB Rwy 15**
NDB Rwy 33
ILS or LOC Rwy 15
COPTER NDB Rwy 15
NA when control tower closed.

GREAT FALLS, MT
GREAT FALLS INTL ..... **NDB Rwy 34**
Category D, 800-2¼.

GREYBULL, WY
SOUTH BIG HORN COUNTY .... **RNAV (GPS)-A**
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 1200-3.

HAILEY, ID
FRIEDMAN
MEMORIAL ..... **RNAV (GPS) W Rwy 31**
Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT
HAVRE CITY-COUNTY ..... **VOR Rwy 26**
Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ..... **ILS or LOC Y Rwy 27[12]**
ILS or LOC Z Rwy 27[12]
LOC/DME BC-C[13]
NDB-D[14]
RNAV (GPS) Y Rwy 9[5]
RNAV (GPS) Rwy 23[6]
RNAV (GPS) X Rwy 27[5]
RNAV (RNP) Z Rwy 9[7]
RNAV (RNP) Y Rwy 27[7]
RNAV (RNP) Z Rwy 27[79]
VOR-A[8]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1600-2; Categories C, D, E, 1600-3.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.
[4]Category A, 1200-2.
[5]Categories A, B, 1600-2; Categories C, D, 1600-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[7]NA when local weather not available.
[8]Categories A, B, 2900-2; Categories C, D, 2900-3.
[9]1000-4.

HOQUIAM, WA

BOWERMAN ..... **RNAV (GPS) Rwy 24[1]**
VOR/DME Rwy 24[2]
VOR Rwy 6[1]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ..... **ILS or LOC Rwy 20[1]**
LOC BC Rwy 2[2]
RNAV (GPS) Rwy 20[3]
VOR Rwy 20[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]NA when local weather not available.

JACKSON, WY

JACKSON HOLE ..... **RNAV (GPS) X Rwy 1[1]**
RNAV (GPS) Y Rwy 19[1]
RNAV (RNP) Y Rwy 1, 10681200-4
VOR/DME Rwy 1[2]
VOR/DME Rwy 19[3]

[1]Categories A,B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B,1000-2; Categories C,D, 1000-3.
[3]Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS

JEROME, ID

JEROME COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27[1]
VOR/DME-A

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
OGILVIE FIELD ..... **RNAV (GPS) Y Rwy 9**
Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL ..... **ILS or LOC Rwy 2[1]**
RNAV (RNP) Y Rwy 2[2]
RNAV (RNP) Rwy 20, 800-2½[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.

KELSO, WA

SOUTHWEST
WASHINGTON RGNL ..... **RNAV (GPS) Rwy 12**
Categories A, B, 900-2.

KLAMATH FALLS, OR

KLAMATH FALLS .... **ILS or LOC/DME Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2¾; Category D, 1000-3. LOC, Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY ..... **VOR/DME-A**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

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NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY ..... **RNAV (GPS) Y Rwy 8**[1]
RNAV (GPS) Y Rwy 26[1]
RNAV (RNP) Rwy 30[2]
RNAV (RNP) Z Rwy 8[2]
RNAV (RNP) Z Rwy 12[2]
RNAV (RNP) Z Rwy 26[2]
VOR Rwy 8[3]
VOR Rwy 26[1]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI ..... **RNAV (GPS) Rwy 7**
VOR Rwy 7

Category D, 800-2¼.

LIVINGSTON, MT

MISSION FIELD ..... **VOR/DME-B**[1]
VOR-A[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

MC CALL MUNI ..... **RNAV (GPS) Rwy 16**[1]
RNAV (GPS) Y Rwy 34[2]
RNAV (GPS) Z Rwy 34[34]

[1]Category C, 900-2½.
[2]Categories A, B, 1600-2; Categories C, D, 1600-3.
[3]NA when local weather not available.
[4]Category C, 900-2½; Category D, 1000-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ..... **ILS or LOC Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.
Category D 800-2¼.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD ..... **ILS or LOC/DME Rwy 14**[12]
LOC/DME BC-B[23]
RNAV (GPS)-D[3]
RNAV (GPS) Rwy 14[4]
VOR-A[5]
VOR/DME-C[3]
VOR/DME Rwy 14[5]

[1]ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[2]NA when control tower closed.
[3]Categories A, B, 2300-2; Categories C, D, 2300-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 1400-2;Category C, D 1400-3.

MISSOULA, MT

MISSOULA INTL ..... **ILS Rwy 11**[1]
RNAV (GPS) Y Rwy 11[23]
RNAV (RNP) Z Rwy 11[2]**,**800-2½
VOR/DME or GPS-A,2000-3
VOR/DME or GPS-B,2000-3

[1]ILS, 1600-6. LOC,NA.
[2]NA when local weather not available.
[3]Categories A, B, 1900-2; Categories C, D, 1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... **ILS or LOC Rwy 32R**[1]
NDB Rwy 32R[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 14L[1]
RNAV (GPS) Rwy 22[1]
VOR Rwy 4[2]
VOR -1 Rwy 14L[2]
VOR -3 Rwy 14L[2]
VOR Rwy 22[2]
VOR Rwy 32R[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

NEWCASTLE, WY

MONDELL FIELD ..... **VOR or GPS Rwy 31**
NA except for operators with approved weather reporting service.
Categories A,B, 900-2;Categories C,D, 900-3.

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NAME ALTERNATE MINIMUMS

NORTH BEND, OR

SOUTHWEST OREGON RGNL ..... **ILS or LOC Rwy 4[1]**
NDB Rwy 4[2]
RNAV (GPS) Y Rwy 4[2]
VOR-A[3]
VOR/DME-B[2]
VOR/DME Rwy 4[4]

[1]ILS, Categories A, B, 800-2; Category C, 900-2¼; Category D, 1100-3. LOC, Category C, 900-2¼; Category D,1100-3.
[2]Category C, 900-2¼; Category D, 1100-3.
[3]Categories A, B, 1200-2; Categories C, D, 1200-3.
[4]Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG ..... **RNAV (GPS) Rwy 7**

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ..... **ILS or LOC Rwy 17[123]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[24]
VOR/DME Rwy 35[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Category D, 800-2¼.

ONTARIO, OR

ONTARIO MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PASCO, WA

TRI-CITIES ..... **ILS or LOC Rwy 21R[12]**
RNAV (GPS) Rwy 3L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21R
RNAV (GPS) Rwy 30
VOR Rwy 21R[3]
VOR/DME Rwy 30

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON ..... **ILS or LOC/DME Rwy 25[1]**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7

NA when local weather not available.
[1]ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD ..... **NDB-A[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2½.

POCATELLO, ID

POCATELLO RGNL ..... **ILS or LOC Rwy 21[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[2]

[1]NA when control zone not in effect.
[2]NA when local weather not available.

PORT ANGELES, WA

WILLIAM R FAIRCHILD INTL ..... **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8[1]
RNAV (GPS) Rwy 26

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

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NAME — ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND INTL ..... **ILS or LOC Rwy 10L**[1]
ILS or LOC Rwy 10R[2]
ILS or LOC Rwy 28L[3]
ILS or LOC Rwy 28R[4]
LOC/DME Rwy 21[5]
RNAV (GPS) Rwy 10L[5]
RNAV (GPS) Rwy 10R[6]
RNAV (GPS) Rwy 12[7]
RNAV (GPS) Rwy 28L[8]
RNAV (GPS) Rwy 28R[8]
VOR/DME Rwy 21[5]
VOR-A [9]
VOR Rwy 28R[5]

[1]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.
[3]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.
[4]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[5]Category D, 1000-3.
[6]Categories A,B,C 800-5; Category D, 1000-5.
[7]NA when local weather not available.
[8]Category D, 1000-3.
[9]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. **ILS or LOC Rwy 12**[1]
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE ..... **NDB or GPS-A**

Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI ..... **RNAV (GPS) Rwy 5,** 800-2¼

RAWLINS, WY

RAWLINS MUNI/ HARVEY FIELD ..... **RNAV (GPS) Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME — ALTERNATE MINIMUMS

REDMOND, OR

ROBERTS FIELD ..... **ILS or LOC Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]ILS,LOC,Category D,800-2¼; Category E, 800-2½.
[2]Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI ..... **NDB Rwy 16**[1]
RNAV (GPS) Y Rwy 16[2]

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

REXBURG, ID

REXBURG-MADISON COUNTY ..... **RNAV (GPS) Rwy 35**

NA when local weather not available.
Category D, 800-2½.

RICHLAND, WA

RICHLAND ..... **NDB Rwy 19**[1]
RNAV (GPS) Rwy 19[1]
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
VOR Rwy 26[1]

[1]Category D, 800-2½.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

RIVERTON, WY

RIVERTON RGNL ..... **ILS or LOC Rwy 28**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 10
VOR Rwy 28

NA when local weather not available.

ROSEBURG, OR

ROSEBURG RGNL ..... **RNAV (GPS)-B**

NA when local weather not available.
Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ..... **ILS or LOC Rwy 31**[12]
LOC/DME Rwy 31[3]
RNAV (GPS) Rwy 31[13]

[1]NA when local weather not available.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

SALMON, ID

LEMHI COUNTY ..... **RNAV (GPS)-D**
NA when local weather not available.
Categories A, B, 3000-2; Category C, 3000-3.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK ..... **VOR/DME or GPS-A**
Category B, 900-2; Category C, 1000-2¾; Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY INTL ..... **ILS or LOC Rwy 31L[1]**
LOC/DME Rwy 13R[2]
RNAV (GPS) Y Rwy 13R[3]
RNAV (RNP) Z Rwy 13R[4]
[1]Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Categories A, B, C, D, 800-2¼.

SHERIDAN, WY

SHERIDAN COUNTY ..... **ILS or LOC/DME Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
NA when local weather not received.
Category D, 800-2¼.

SIDNEY, MT

SIDNEY-RICHLAND MUNI ..... **NDB Rwy 1[1]**
NDB Rwy 19[2]
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SPOKANE, WA

FELTS FIELD ..... **ILS/DME Rwy 21R[1]**
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 3L[2]
VOR Rwy 3L[34]
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Categories A, B, 1000-2; Categories C, D, 1000-3.
[4]NA when local weather not available.

SPOKANE INTL ..... **ILS or LOC Rwy 3[1]**
ILS or LOC/DME Rwy 21[1]
RNAV (GPS) Rwy 3[2]
VOR Rwy 3[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 800-2½.

TACOMA, WA

TACOMA NARROWS ..... **ILS Rwy 17[1]**
NDB Rwy 35[1]
RNAV (GPS) Rwy 17[12]
RNAV (GPS) Rwy 35[23]
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/ THE DALLES MUNI ..... **RNAV (GPS)-A**
Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL ..... **ILS or LOC Rwy 25[1]**
NDB Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 7[2]
NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]Category C, 800-2¼; Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

WALLA WALLA, WA

WALLA WALLA RGNL ..... **ILS or LOC Rwy 20**[1]
ILS or LOC Y Rwy 20[13]
ILS or LOC/DME Z Rwy 20[23]
NDB Rwy 20, 1000-3
RNAV (GPS) Rwy 2[34]
RNAV (GPS) Rwy 16[4]
RNAV (GPS) Rwy 20[4]
VOR/DME Rwy 2[4]

[1]ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.

WENATCHEE, WA

PANGBORN
MEMORIAL ..... **ILS Y Rwy 12,** 1300-4
RNAV (RNP) Rwy 12, 1200-4
VOR/DME-C[12]
VOR/DME-A[3]

[1]NA when local weather not available.
[2]Categories A, B, 1500-2; Categories C, D, 1500-3.
[3]Categories A, B, 2000-2; Categories C, D, 2000-3.

WOLF POINT, MT

L.M. CLAYTON ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI ..... **VOR or GPS Rwy 16**

Categories C,D, 800-2½.

YAKIMA, WA

YAKIMA AIR TERMINAL/
MCALLISTER FIELD .... **ILS Y Rwy 27,** 600-2¼[1]
LOC/DME BC-B[12]
RNAV (GPS) Y Rwy 27[3]
VOR/DME or TACAN Rwy 27[4]
VOR-A[5]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]Category C, 800-2½; Category D, 800-2¾.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Category C, 800-2¼; Category D, 800-2½.

26 AUG 2010 to 23 SEP 2010

CHEYENNE, WY

Amdt 1B, MAY 8, 2008 (FAA) ELEV **6159**

CHEYENNE RGNL/JERRY OLSON FIELD

RADAR - 124.55 263.075 ▽ △ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	27	3.0°/55/918	ABCDE	**6321**/24	200	(200-½)				
ASR	9		ABC	**6500**-1	357	(400-1)	DE	**6500**-1¼	357	(400-1¼)
	27		ABC	**6520**/24	399	(400-½)	DE	**6520**/50	399	(400-1)
CIR	ALL		AB	**6660**-1	501	(600-1)	C	**6660**-1½	501	(600-1½)
			D	**6720**-2	561	(600-2)	E	**6960**-2¾	801	(900-2¾)

For inoperative MALSR increase, PAR 27 category E visibility to RVR 4000, ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 1½. PAR not available when ASR out of service.

GRAY AAF (KGRF),

FORT LEWIS, WA (Amdt 1 10210 USA) **ELEV 300**

RADAR - (E) 128.2 139.925 239.0 317.4 ▽ △ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	15	3.0°/55/853	ABCD	**499**/24	200	(200-½)
	33	3.0°/39/729	ABCD	**500**-½	200	(200-½)

[1]Opr cont exc federal holidays. POC DSN 357-4953 or C253-967-4953. Svc incl PAR and apch mnt of ILS and NDB.

OPS 138.6
Contact Seattle approach for vectors to Final on 120.1 290.9
Missed Approach:
Rwy 15: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 1000, then climbing left turn to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).
Rwy 33: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

OAK HARBOR (OKH), WA

Amdt 1A, Mar 12, 2009 (FAA) **ELEV 193**

A J EISENBERG

RADAR - 118.2 285.65 ▽ ⚠NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	7		AB	620-1	427	(500-1)
			CD	NA		
CIR	All Rwy		A	620-1	427	(500-1)
			B	660-1	467	(500-1)
			CD	NA		

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (10210 USN) **ELEV 47**

RADAR - (E) 126.05x 126.85x 266.8x 299.6x 310.8x 322.5x 327.0x 343.75x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	14[5 12]	3.0°/48/947	ABCDE	**139**-¼	100	(100-¼)
	32[7 14]	3.0°/34/772	ABCDE	**297**-½	250	(300-½)
	7[3 11]	3.0°/50/961	ABCDE	**125**-½	100	(100-½)
	25[2 13]	3.0°/40/718	ABCDE	**228**-½	200	(200-½)
W/O GS	7		ABCDE	**300**-1	275	(300-1)
	14[7 12]		AB	**360**-½	321	(400-½)
			CDE	**360**-¾	321	(400-¾)
	32[8 10]		ABC	**500**-¾	453	(500-¾)
			DE	**500**-1	453	(500-1)
	25[6 13]		AB	**620**-½	593	(600-½)
			C	**620**-1	593	(600-1)
			D	**620**-1¼	593	(600-1¼)
			E	**620**-1½	593	(600-1½)
ASR	7[11]		AB	**460**-1	435	(500-1)
			C	**460**-1¼	435	(500-1¼)
			DE	**460**-1½	435	(500-1½)
	14[4 12]		AB	**620**-½	581	(600-½)
			C	**620**-1	581	(600-1)
			D	**620**-1¼	581	(600-1¼)
			E	**620**-1½	581	(600-1½)
	32[8 12]		AB	**680**-½	633	(700-½)
			C	**680**-1¼	633	(700-1¼)
			D	**680**-1½	633	(700-1½)
			E	**680**-1¾	633	(700-1¾)

RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
10210

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WHIDBEY ISLAND NAS (KNUW) WA (CONT'd)

25[10 11]	A	**780**-½	753	(800-½)
	B	**780**-¾	753	(800-¾)
	C	**780**-1¾	753	(800-1¾)
	D	**780**-2	753	(800-2)
	E	**780**-2¼	753	(800-2¼)
CIRCLING 7, 14, 25, 32[9]	A	**740**-1	693	(700-1)
	B	**800**-1¼	753	(800-1¼)
	C	**800**-2¼	753	(800-2¼)
	D	**860**-2¾	813	(900-2¾)
	E	**1120**-3	1073	(1100-3)
CIRCLING 25[9]	A	**780**-1	733	(800-1)
ASR	B	**800**-1¼	753	(800-1¼)
	C	**800**-2¼	753	(800-2¼)
	D	**860**-2¾	813	(900-2¾)
	E	**1120**-3	1073	(1100-3)

[1]No-NOTAM MP: PAR 1600-0800Z++ Mon. [2]When ALS inop, increase vis CAT ABCDE to ¾ mile. [3]Missed approach minimum climb rate 226'/NM until reaching 3000. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. [5]When ALS inop, increase CAT ABCDE vis to ½ mile. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. [7]When ALS inop, increase vis CAT ABCDE to 1 mile. [8]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¾ miles, CAT D to 2 miles, CAT E to 2¼ miles. [9]When Circling to RWY 32, increase vis CAT A to 1¼ mile. [10]When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ miles, CAT C to 2¼ miles, CAT D to 2½ miles, CAT E to 2¾ miles. [11]Amdt 1. [12]Amdt 2. [13]Amdt 3. [14]Amdt 4.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** Use LUNDI DEPARTURE. **Rwy 34,** use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34**, turn left. **All aircraft** climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. **Rwy 17,** std. w/ min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. **Rwy 22,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35,** climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NAME	TAKE-OFF MINIMUMS

BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: **Rwy 17,** multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. **Rwy 35,** multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34,** 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwy 16**, climb direct to WATON LOM. **Rwys 29,34**, turn left. **All aircraft** climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8,31,** turn left. **Rwy 13**, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course. **All other aircraft** climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence... ...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17,** multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35,** multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: **Rwy 13,** 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31,** 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY ,OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K). **Rwy 13**, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31**, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C,D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8,13**, turn left. **Rwys 26,31,35,** turn right. **All aircraft** climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34,** climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16,** lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34,** lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 8400 via BPI R-124. **Rwy 31,** climb to 10800 via BPI R-320 thence all aircraft climb on course.

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BILLINGS, MT
BILLINGS LOGAN INTL (BIL)
AMDT 5 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10R,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 10L,** Climb heading 098° to 4600 before turning right.
NOTE: **Rwy 10L,** fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25,** airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID
MCCARLEY FIELD
DEPARTURE PROCEDURE: **Rwy 1,** climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19,** climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID
BOISE AIR TERMINAL / GOWEN FIELD (BOI)
AMDT 6 10042 (FAA)
DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERS FERRY, ID
BOUNDARY COUNTY (65S)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 20,** use KARPS (RNAV) DEPARTURE.

BOZEMAN,MT
GALLATIN FIELD (BZN)
AMDT 3 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.
DEPARTURE PROCEDURE: **Rwys 12, 30,** use BOZEMAN DEPARTURE.

BREMERTON,WA
BREMERTON NATIONAL (PWT)
AMDT 3 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ min. climb of 410' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 1,** Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19,** Climb to 6000 direct CAN NDB, thence...
...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.
NOTES: **Rwy 1,** Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19,** Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO,WY
JOHNSON COUNTY
TAKE-OFF MINIMUMS: Northbound aircraft: **Rwys 13,31,** 2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. with a min climb of 300' per NM to 6000.
DEPARTURE PROCEDURE: Northbound aircraft: **Rwy 13**, turn left. **Rwy 31,** climb straight ahead. **All aircraft** proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: **Rwy 13,** climb straight ahead. **Rwy 31,** turn right. **All aircraft** proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID
BURLEY MUNI (BYI)
AMDT 5 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1½ or std. w/ min. climb of 428' per NM to 4500.
DEPARTURE PROCEDURE: **Rwy 2,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 20,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.
NOTE: **Rwy 2,** obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6,** trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline,16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline,123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 4,10,22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: **Rwy 4,** tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30,** climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: **Rwy 21,** pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15,** std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29,** std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33,** std. w/ min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .**Rwy 29,** climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . . **Rwy 33,** climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .

. . .climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: **Rwy 15,** multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. **Rwy 29,** multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6 379' MSL. **Rwy 33,** flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30,** climb via heading 299° to 4400 before proceeding on course.

NOTE: **Rwy 12,** levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30,** multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **All other runways,** turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS, WA

CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16,** climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34,** climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: **Rwy 13,** multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27,** multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31.** multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY

YELLOWSTONE RGNL (COD)

AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22,** std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22,** climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4,** trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22,** poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV) DEPARTURE. **Rwy 24,** use CONUK (RNAV) DEPARTURE.

CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17,** climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. **Rwys 27, 35,** climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9,** multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27,** obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. **Rwy 35,** multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above9000.

DEER PARK, WA

DEER PARK (DEW)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1½ or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16,** climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22,** climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: **Rwy 4,** aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16,** trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22,** trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34,** aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

DILLON, MT

DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21,** NA.

DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23,** 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11,** climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23,** climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29,** climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.

NOTE: **Rwy 5,** trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23,** trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID

DRIGGS-REED MEMORIAL (DIJ)

AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA-Terrain. **Rwy 34,** 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34,** climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: **Rwy 34,** trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA

BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11,** 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25,** 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29,** 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29,** climbing right turn direct ELN VORTAC. **Rwys 11, 25,** climbing left turn direct ELN VORTAC. **All aircraft,** continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2300 before proceeding on course. **Rwy 11,** climb heading 112° to 2200 before proceeding on course. **Rwy 21,** climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climb to 1000 then climbing right turn...**Rwys 34L, 34R,** climb to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in EUG VORTAC holding pattern (hold north, right turn, 175° inbound) to cross EUG VORTAC at or above MEA altitude before proceeding enroute.

NOTE: **Rwy 16R,** tree 1992' from departure end of runway, 832' left of centerline, 50' AGL/419' MSL. **Rwy 16L,** multiple trees and power poles beginning 872' from departure end of runway, 35' right of centerline, up to 50' AGL/437' MSL, multiple trees and power poles beginning 890' from departure end of runway, 77' left of centerline, up to 50' AGL/433' MSL. **Rwy 34R,** multiple trees beginning 2869' from departure end of runway, 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline, 50' AGL/428' MSL.

26 AUG 2010 to 23 SEP 2010

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. **Rwy 23**, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R,** climbing right turn, thence...**Rwys 29, 34L/R,** climbing left turn, thence...

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 11,** multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, up to 140' AGL/672' MSL. **Rwy 16L,** multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. **Rwy 16R,** multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. **Rwy 29,** multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. **Rwy 34R,** multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track 048° to intercept SKA R-045 to 5300, then on course. **Rwy 23**, climb on track 241° to 3400, then on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468' MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23,** std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23,** for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB **Rwy 34,** climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. **Rwy 21,** 600-3 or std. w/ min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. **Rwy 21,** climb via heading 206° to 5200, before proceeding on course.

NOTE: **Rwy 3,** windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. **Rwy 16,** tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. **Rwy 21,** fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 ' AGL/4729' MSL. **Rwy 34,** fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394 ' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 ' MSL. Vehicle on road 1610' from DER. 419' left of centerline, 15' AGL/4380' MSL.

GOODING, ID

GOODING MUNI (GNG)
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 068° to 5000 before turning left. **Rwy 25,** climb heading 233° to 5600 before turning right.

NOTE: **Rwy 7,** rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. **Rwy 25,** vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID
IDAHO COUNTY (S80)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Obstacles.

DEPARTURE PROCEDURE: **Rwy 25,** Use MELLR DEPARTURE.

GRANTS PASS, OR
GRANTS PASS

TAKE-OFF MINIMUMS: **Rwy 12,** NA. **Rwy 30,** 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 30,** climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)
FORT LEWIS, WA . . . . . AMDT 2, 10098

Rwy 15, Standard
Rwy 33, 300-1*
* Or standard with minimum climb of 430/NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** Climb heading 147° to 700 then climbing left turn direct GRF NDB.
Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.

TAKE-OFF OBSTACLES: **Rwy 15,** Tree 100' AGL/ 439' MSL, 1848' from DER, 430' right of centerline. **Rwy 33,** Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of centerline.

GREAT FALLS, MT
GREAT FALLS INTL

NOTE: **Rwy 7,** obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. **Rwy 21,** pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. **Rwy 25,** windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY
SOUTH BIG HORN COUNTY (GEY)
ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. w/ min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: **All runways**, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on course.

NOTE: **Rwy 25,** bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY, WY
CAMP GUERNSEY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 320' per NM to 4700. **Rwy 32,** 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: **Rwy 14,** climb to 5600 via heading 150°. **Rwy 32,** climb to 5800 via heading 070°. **All aircraft** continue on course.

HAILEY, ID
FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 13,** 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. **Rwy 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 13,** Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: **Rwy 13,** multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT
RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE,MT
HAVRE CITY-COUNTY (HVR)
AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¾ or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...**Rwy 8,** climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence...**Rwy 21,** climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...**Rwy 26,** climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...
...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding on course.

NOTE: **Rwy 3,** pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. **Rwy 8,** obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26,** light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

HELENA, MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9,** std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23,**1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**,1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16,34,** NA.

DEPARTURE PROCEDURE: **Rwys 5,9,** climbing left turn heading 270°. **Rwys 23,27,** climbing right turn heading 020°. **All Aircraft:** continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5,** ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL**. Rwy 23,** pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27,** buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4,** tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22,** light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn heading 110°: **Rwy 24,** climb runway heading. **All aircraft** climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** std. w/ min. climb of 450' per NM to 6300, or 500-2¼ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31,** climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13,** road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31,** terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2,** pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17,** trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35,** trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON,WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1,** use GEYSER DEPARTURE. **Rwy 19,** use TETON DEPARTURE.

JEROME, ID
JEROME COUNTY (JER)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-1¾ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9,** bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27,** fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR
GRANT COUNTY RGNL/OGILVIE FIELD (GCD)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** NA, Terrain.

DEPARTURE PROCEDURE: **Rwy 27,** climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27,** fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT
GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA
SOUTHWEST WASHINGTON RGNL (KLS)
AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** NA, terrain. **Rwy 30,** std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:. **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: **Rwy 30,** light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

KEMMERER, WY
KEMMERER MUNI (EMM)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,10,22,28,** NA - Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34,** climb via heading 346° to 8200 then climbing right turn to12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.

KLAMATH FALLS, OR
KLAMATH FALLS (LMT)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Terrain. **Rwy 14,** std. w/ min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence… or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 25,** climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 32,** climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence…
…continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14,** trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25,** terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32,** multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30,** Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16,** 2000-3 or std. with a min. climb of 500' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 12**,**16,** climbing left turn direct LGD NDB, thence; **Rwys 30,34,** climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34,** 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12,21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32,** NA.

DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

LEWISTON,ID

LEWISTON-NEZ PERCE COUNTY (LWS)

AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8,12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN,MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7,12,** 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE:**Rwys 2,30** turn left. **Rwys 7,12,20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26,** std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8,** std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 8, 26,** for climb in visual conditions: cross Lexington Airport at or above 3600.

NOTES: **Rwy 8,** trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33,** not authorized. **Rwy 15,** use EYESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,13,26,31,** NA-Enivironmental.

DEPARTURE PROCEDURE: **Rwys 4, 22,** use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22,** std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: **Rwys 4, 34,** climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… **Rwy 16,** climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence…**Rwy 22,** climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence ...

…continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 4,** vehicle on road beginning 7' from DER,268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16,** bushes beginning 196'from DER, 151' left of centerline, up to 14' AGL/2444'MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34,** bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

MC CALL, ID

MC CALL MUNI (MYL)
AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.

MC CHORD FIELD (KTCM)

TACOMA, WA 10154

DEPARTURE PROCEDURE: **Rwy 16,** Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34,** Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16,** Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34,** Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17,** std. w/ min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35,** climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17,** tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22,** multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35,** multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD,OR

ROGUE VALLEY INTL-MEDFORD (MFR)
AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Obstacles. **Rwy 14**, std. w/ min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32,** std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwys 11, 29,** use GRZLY DEPARTURE.

26 AUG 2010 to 23 SEP 2010

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R,** antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. **Rwy 18,** pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L,** pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12, 30, 6700-3*

* Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10,** 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28,** 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct STI NDB. **Rwy 28,** climbing right turn direct STI NDB. **All aircraft** departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29,** climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11,** 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,17,23,35,** NA. **Rwy 13,** 200-1 or std. with a min. climb of 275' per NM to 4400. **Rwy 31,** 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31,** climbing left turn. **All aircraft** climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13,** fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31,** multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 16,** turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

26 AUG 2010 to 23 SEP 2010

NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 13,** 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13,** climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22,** climb heading 223° to 700 before proceeding on course. **Rwy 31,** climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4,** Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13,** bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22,** ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31,** ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1. **Rwy 25,** 300-1

DEPARTURE PROCEDURE: **Rwy 7,** climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25,** climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7,** multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25,** cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence. . .**Rwy 17,** climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence. . .or climb in visual conditions to cross OLM VORTAC at or above 2300, thence. . . **Rwy s 26,35,** climbing right turn direct OLM VORTAC, thence. . .

. . .continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17,** multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26,** multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35,** multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17,** 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** use GETNG RNAV DEPARTURE. **Rwy 35,** NA.

ONTARIO,OR
ONTARIO MUNI (ONO)
AMDT 3 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.
NOTE: **Rwy 14,** multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32,** multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA
TRI-CITIES
DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON,OR
EASTERN OREGON RGNL AT PENDLETON (PDT)
AMDT 3 09183 (FAA)
DEPARTURE PROCEDURE: **Rwys 7, 29, 34,** climbing left turn direct PDT VORTAC, thence...
Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...
Rwy 25, climb direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.
NOTE: **Rwy 16,** multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. **Rwy 25,** multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29,** terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY
PINEDALE/RALPH WENZ FIELD (PNA)
AMDT 2 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 11,** climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29,** climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT
SHER-WOOD
NOTE: **Rwy 12,** multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/ 2251' MSL. **Rwy 30,** multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID
POCATELLO RGNL (PIH)
AMDT 7 09351 (FAA)
DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT
POLSON
TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.
DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.
NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

PORT ANGELES, WA
PORT ANGELES CGAS
DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL
DEPARTURE PROCEDURE: **Rwys 8,13, 26, 31**, use WATTR FIVE DEPARTURE.

PORTLAND, OR

PORTLAND INTL (PDX)
AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 400' per NM to 600. **Rwy 10L/R,** std. w/ min. climb of 270' per NM to 2900. **Rwy 21,** std. w/ min. of 310' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L,10R,** climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ... **Rwy 21,** climb heading 205.03 to 500, then climbing right turn direct BTG VORTAC, thence ... **Rwys 28L,28R,** climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ... ... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3,** signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. **Rwy 10L,** rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL. **Rwy 10R,** pole 1996' from departure end of runway, 758' right of centerline, 54' AGL/74' MSL. note: **Rwy 21,** trees beginning 1319' from departure end of runway,155' right of centerline, up to 100' AGL/318' MSL. Poles and trees beginning 353' from departure end of runway, 36' left of centerline, up to 100' AGL/317' MSL. **Rwy 28L,** trees 1873' from departure end of runway, 836' left of centerline, 50' AGL/88' MSL. **Rwy 28R,** multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right of centerline, up to 27' AGL/69' MSL.

PORTLAND-HILLSBORO (HIO)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct UBG VOR/DME… **Rwy 20,** climbing left turn direct UBG VOR/DME… **Rwys 2, 30,** climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME… …all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2,** vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12,** terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20,** terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30,** terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7,** 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left. **Rwy 25**, turn right. **All aircraft** climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI (POY)
AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,16,21,34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. **All aircraft** climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13,** terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31,** windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15,** climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28,** climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33,** climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10,** trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15,** trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28,** trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33,** trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/ 3319' MSL.

26 AUG 2010 to 23 SEP 2010

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23,** climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5,** multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23,** multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34,** 300-1.

DEPARTURE PROCEDURE: **Rwy 16,** climbing right turn. **Rwy 34,** climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16,** light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34,** multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4,** turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** std. w/ min. climb of 269' per NM to 4700. **Rwy 28,** std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10,** climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22,** climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28,** climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28,** numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¾ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34,** Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ...

...Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16,** trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34,** Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35,** climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17,** 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35,** 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RICHLAND, WA

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8,** std. w/ min. climb of 310' per NM to 5000. **Rwy 19,** std. w/ min. climb of 480' per NM to 5000. **Rwy 26,** std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,8,** climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 19,** climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. **Rwy 26,** climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1,** crane 4957' from DER,1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8,** railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19,** bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26,** antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

RIVERTON RGNL (RIW)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28,** climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1,** sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10 ,** sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19,** sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28,** sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9,** climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21,** climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27,** climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21,** bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34,** climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16,** tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34,** building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

26 AUG 2010 to 23 SEP 2010

ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34,** climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16,** tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34,** tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwy 35,** 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17,** NA. **Rwy 35,** climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1,** 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19,** 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn to COE VOR/DME via heading 200° and COE R-002. **Rwy 19,** climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5,** turn left heading 280°. **Rwy 23,** turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33,** climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: **Rwy 15,** 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33,** cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 280' per NM to 3400.

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L,** 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R,** std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L,** std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2 ½ for climb in visual conditions. **Rwy 31R,** std. w/ a min. climb of 334' per NM to 900, or 400-1¾ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R,** climbing right turn. **Rwys 31L/R,** climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L,** multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL. **Rwy13R,** multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L,** multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy31R,** multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R,** climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...
Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L,** trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C,** trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R,** trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L,** fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5,** 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5,** fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11,** truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000. **Rwy 23,** climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5,** multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23,** multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

26 AUG 2010 to 23 SEP 2010

SHERIDAN, WY

SHERIDAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 700-3 or std. w/ min. climb of 318' per NM to 5100, or. . .**Rwy 14,** 800-3 or std. w/ min. climb of 263' per NM to 5100, or. . .**Rwy 23,** 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . . . . .1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 14,** climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 23,** climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 32,** climb via heading 320° and SHR R-106 to SHR VORTAC, thence. . . . . .climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5,** multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23,** fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32,** antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT

SIDNEY-RICHLAND MUNI (SDY)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1,** trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19,** trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29,** terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH, WA

HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles. **Rwy 15L,** std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R,** std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L,** climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... **Rwy 33R,** climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE**: Rwy 15L,** tree 81' from DER, 177' right of centerline, 40' AGL/106'MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R,** powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.

26 AUG 2010 to 23 SEP 2010

SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R,** std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R,** climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/MEA for route of flight. **Rwys 21L, 21R,** climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R -050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/MEA for route of flight.

NOTE: **Rwy 3L,** trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R,** hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L,** elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R,** poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG)

AMDT 5 10154 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 25,** climbing left turn direct GEG VORTAC, thence...**Rwys 7, 21,** climbing right turn direct GEG VORTAC, thence... ...continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeast bound V120-448, 5200; eastbound V2, 5200; southeast through west bound climb on course.

NOTE: **Rwy 3,** multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL. **Rwy 21,** pole 2655' from DER, 1122' left of centerline, 42' AGL/2446' MSL. Tree 3391' from DER, 1315' right of centerline, 100' AGL/2466' MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12,** do not exceed 210 knots until established on MSO R-163. **Rwy 30,** do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30,** climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36,** 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36,** climb direct to DSD VORTAC. Then **all aircraft** climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17,** turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35,** turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwy 30**, climbing left turn heading 120°. **All aircraft** intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19,** NA. **Rwy 31,** 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19,** NA. **Rwy 31,** use FETUJ RNAV DEPARTURE.

TORRINGTON, WY

TORRINGTON MUNI (TOR)
ORIG 10042 (FAA)

NOTE: **Rwy 2,** terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10,** multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28,** terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26,** 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .**Rwy 26,** climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .

. . .continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26,** bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2,7, 20,25,34,** turn left. **Rwy 16,** turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16,** antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20,** light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34,** terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 121° to 3900 before proceeding on course. **Rwy 30,** climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12,** tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30,** tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12,** 1500-2 or std. with a min. climb of 510' per NM to 2900. **Rwys 25, 30**, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading. **Rwys 25, 30,** climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E,right turns,253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: **Rwy 1,** ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right. **All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

26 AUG 2010 to 23 SEP 2010

WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8,** climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence. . . **Rwy 26,** climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence. . .
. . .continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8,** multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. **Rwy 26,** multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) 10210

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25:** Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25:** Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.

TAKE-OFF OBSTACLES: **Rwy 7:** Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14:** Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA, WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22,27,** 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4,** NA. **Rwys 9,22,27,** Use ZILLA DEPARTURE PROCEDURE.

26 AUG 2010 to 23 SEP 2010

SKYLINE SPB (21H) 3 W UTC−8(−7DT) N48°28.99′ W122°41.08′ **SEATTLE**
00 NOTAM FILE SEA.
WATERWAY NW–SE: 5000X2500 (WATER)
WATERWAY NW: Hill. **WATERWAY SE:** Hill.
SEAPLANE REMARKS: Unattended. Land to SE. Military arrival corridor N and W of arpt.
COMMUNICATIONS: CTAF 128.25

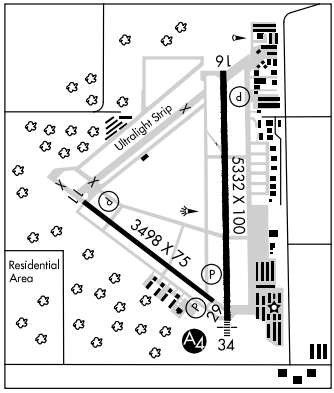
ANATONE

ROGERSBURG (D69) 8 SE UTC−8(−7DT) N46°04.47′ W116°57.97′ **SEATTLE**
869 NOTAM FILE SEA
RWY 09–27: 1471X50 (TURF)
AIRPORT REMARKS: Unattended. Arpt CLOSED 15 Nov–1 Mar. Be alert for horses, deer, and elk on rwy. Vehicles, pedestrians, or wildlife on or invof rwy. No camping, fires, or parking for more than five acft at any time. Spill kit avbl.
COMMUNICATIONS: CTAF 122.9

ANDERSON FLD (See BREWSTER)

APEX AIRPARK (See SILVERDALE)

ARLINGTON MUNI (AWO) 3 SW UTC−8(−7DT) N48°09.65′ W122°09.54′ **SEATTLE**
142 B S4 **FUEL** 100LL, JET A + TPA—See Remarks NOTAM FILE AWO **H–1B, L–1E**
RWY 16–34: H5332X100 (ASPH) S–114, D–150, 2S–175, 2D–270 MIRL **IAP**
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
RWY 34: MALS. PAPI(P2L)—GA 3.0° TCH 46′.
RWY 11–29: H3498X75 (ASPH) S–32, D–34, 2D–59
RWY 11: REIL. PAPI(P2L)—GA 3.5° TCH 42′. Rgt tfc.
RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1600Z‡–dusk. 100LL fuel avbl 24 hr credit card svc. Glider operations at arpt daily. Ultralight opns daily at NW corner of arpt. Occasional hot air balloon activity. Helicopter training area, autorotations in grass and on south parallel twy Rwy 29 and along Twy B. Hovering area near compass rose located area Rwy 29 and Twy E. TPA—1200(1058). TPA for ultralights 500(358), helicopters 637(495). Taxiing acft over 30,000 lbs remain clear of west side of arpt, Twy C and ramps on west side of Twy D. ACTIVATE MALS Rwy 34—122.7. PAPI Rwys 11, 16, 29 and 34 and REIL Rwys 11, 16, and 29 ops 24 hrs. Landing fee for acft over 12,500 lbs.
WEATHER DATA SOURCES: AWOS–3 135.625 (360) 435–8045.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SEATTLE CENTER APP/DEP CON** 128.5
RADIO AIDS TO NAVIGATION: NOTAM FILE PAE.
PAINE (L) VORW/DME 110.6 PAE Chan 43 N47°55.19′ W122°16.67′ 358° 15.2 NM to fld. 670/20E.
WATON NDB (LOM) 382 AW N48°04.57′ W122°09.23′ 338° 5.1 NM to fld.
ILS 111.5 I–AWO Rwy 34. LOM WATON NDB. Localizer only. Localizer unmonitored continuously.



LOC I-AWO	APP CRS	Rwy Idg	5332
111.5	339°	TDZE	131
		Apt Elev	137

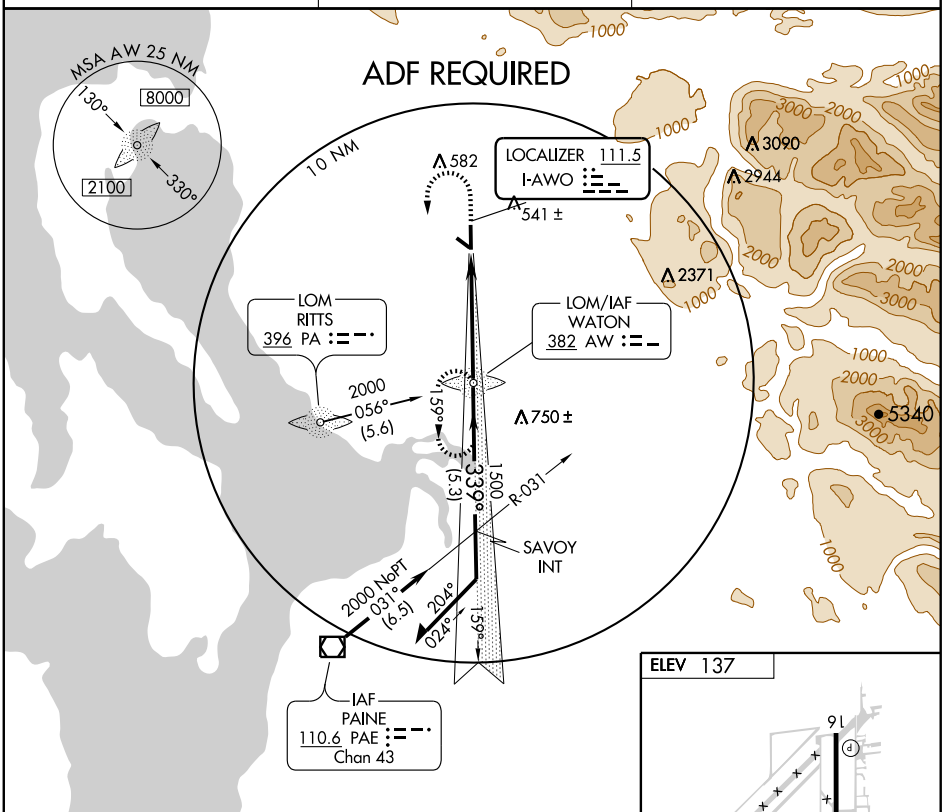
LOC RWY 34
ARLINGTON MUNI (AWO)

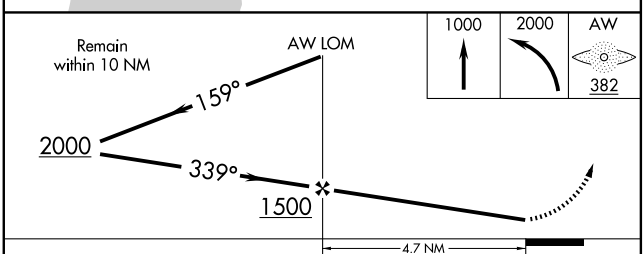
T NA — Inoperative table does not apply to Cat C. Use Arlington altimeter setting, if not received use Whidbey Island NAS altimeter setting and increase all MDAs 100 feet.

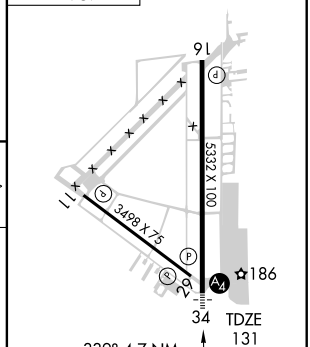
MALS A4

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AW LOM and hold.

AWOS-3	SEATTLE CENTER	UNICOM
135.625	128.5 306.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-34	600-¾ 469 (500-¾)		600-1¼ 469 (500-1¼)	600-1½ 469 (500-1½)
CIRCLING	800-1 663 (700-1)	860-1 723 (800-1)	860-2 723 (800-2)	920-2½ 783 (800-2½)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOM AW 382	APP CRS 339°	Rwy Idg 5332 TDZE 131 Apt Elev 137

NDB or GPS RWY 34

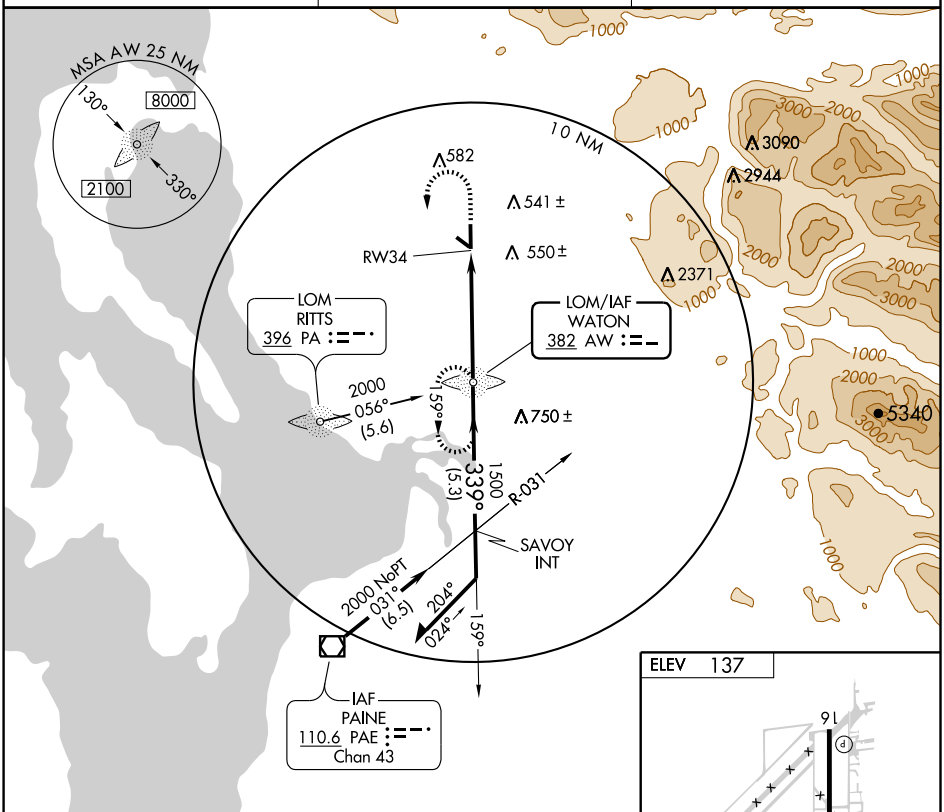
ARLINGTON MUNI (AWO)

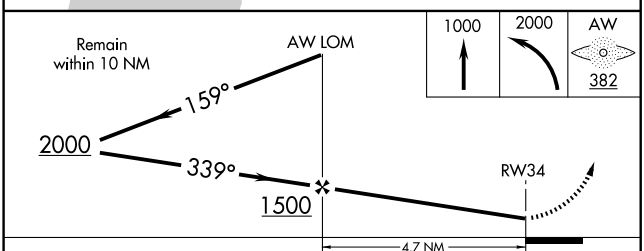
Inoperative table does not apply to Cat C.
Use Arlington altimeter setting, if not received use Whidbey Island NAS altimeter setting and increase all MDAs 100 feet.

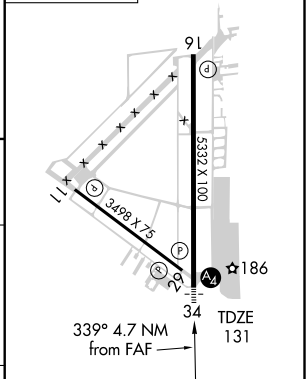
MALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AW LOM and hold.

AWOS-3	SEATTLE CENTER	UNICOM
135.625	128.5 306.9	122.7 (CTAF)







MIRL Rwy 16-34
REIL Rwys 11, 16 and 29

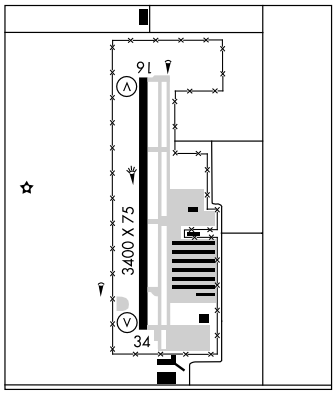
CATEGORY	A	B	C	D
S-34	860-¾	729 (800-¾)	860-2 729 (800-2)	860-2¼ 729 (800-2¼)
CIRCLING	860-1	723 (800-1)	860-2 723 (800-2)	920-2½ 783 (800-2½)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NW-1, 26 AUG 2010 to 23 SEP 2010

AUBURN MUNI (S5Ø) 2 N UTC−8(−7DT) N47°19.66′ W122°13.60′ SEATTLE
63 B S4 **FUEL** 100LL OX 4 TPA—1063(1000) NOTAM FILE SEA L–1D
RWY 16–34: H3400X75 (ASPH) S–12.5 MIRL IAP
RWY 16: REIL. VASI(V4R). Building. Rgt tfc.
RWY 34: REIL. VASI(V4L)—GA 4.0° TCH 53′. Parking lot.
AIRPORT REMARKS: Attended 1600–0100Z‡. Fuel 24 hrs credit card self svc. Rwy 16 east–west high voltage transmission line, 80′ AGL located 1804′ N of Rwy 16 thld at 20:1. Sea gulls and other birds using lagoon on W side of arpt. Ultralights and hot air balloons prohibited. Plan apchs and departures to avoid extremely noise sensitive residential area E of the arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SEATTLE APP/DEP CON** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.
SEATTLE (H) VORTACW 116.8 SEA Chan 115 N47°26.12′ W122°18.58′ 133° 7.3 NM to fld. 354/19E.



AUGSPURGER MOUNTAIN N45°44.06′ W121°40.79′ SEATTLE
RCO 122.3 (MC MINNVILLE RADIO) L–1C

AULT FLD (See WHIDBEY ISLAND NAS)

AVEY FLD STATE (See LAURIER)

BADGER MOUNTAIN N47°35.29′ W120°08.60′ SEATTLE
RCO 122.3 (SEATTLE RADIO) L–1D, 9A

BANDERA STATE (4WØ) 0 W UTC−8(−7DT) N47°23.72′ W121°32.19′ SEATTLE
1636 NOTAM FILE SEA
RWY 08–26: 2344X200 (TURF)
RWY 08: Trees **RWY 26:** Trees
AIRPORT REMARKS: Unattended. Arpt CLOSED 1 Oct–1 June. Rwy 08–26 west end extremely rough, rwy soft when wet. Watch for pedestrian, vehicles and animals on rwy. Ctc Washington State Aviation Division 360–651–6300 or 1–800–552–0666 Washington area for facility information prior to use.
COMMUNICATIONS: CTAF 122.9

BATTLE GROUND N45°44.87′ W122°35.49′ NOTAM FILE PDX. SEATTLE
(H) VORTACW 116.6 BTG Chan 113 161° 9.6 NM to Portland Intl. 253/21E. H–1B, L–1C
TACAN azimuth and DME unusable 035°–085° byd 35 NM blo 10,000′.

BATTLE GROUND

CEDARS NORTH AIRPARK (W58) 1 NW UTC−8(−7DT) N45°45.87′ W122°30.91′ SEATTLE
275 NOTAM FILE SEA
RWY 08–26: 1960X50 (TURF)
RWY 08: Road. **RWY 26:** Road.
AIRPORT REMARKS: Unattended. Birds on and invof arpt. Transition between rwy and twy on marked twys only.
COMMUNICATIONS: CTAF 122.9

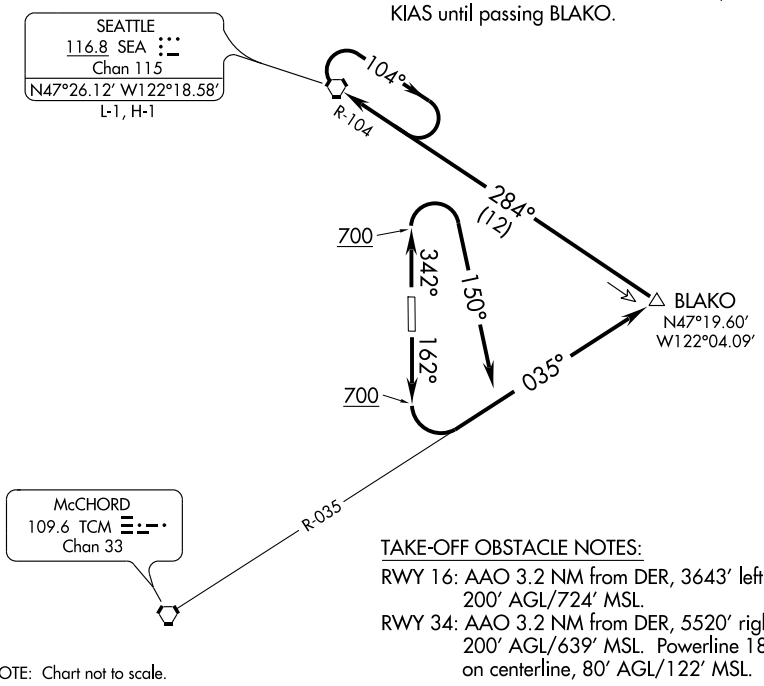
GOHEEN (W52) 3 NW UTC−8(−7DT) N45°49.61′ W122°34.61′ SEATTLE
292 B S4 **FUEL** 100 NOTAM FILE SEA
RWY 15–33: 2565X50 (TURF) LIRL
RWY 15: VASI(NSTD). Trees. **RWY 33:** P–line.
RWY 07–25: 1500X48 (TURF)
RWY 07: Building. **RWY 25:** Tree.
AIRPORT REMARKS: Attended continuously. Rwy 07–25 for emerg only. Rwy 15–33 width of 43′ over culvert in center of fld. Rwy 15–33 sfc uneven with an incline. Rwy 15 has NSTD single lgt VASI both sides of rwy. ACTIVATE bcn and LIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF 122.9

SEATTLE CLNC DEL
128.0
SEATTLE DEP CON
123.85

TAKE-OFF MINIMUMS

RWY 16: Standard with minimum climb of 266′ per NM to 1200 or 1200-2½ for climb in visual conditions, do not exceed 180 KIAS until passing BLAKO.

RWY 34: Standard with minimum climb of 300′ per NM to 900 or 1200-2½ for climb in visual conditions, do not exceed 180 KIAS until passing BLAKO.



TAKE-OFF OBSTACLE NOTES:

RWY 16: AAO 3.2 NM from DER, 3643′ left of centerline 200′ AGL/724′ MSL.

RWY 34: AAO 3.2 NM from DER, 5520′ right of centerline 200′ AGL/639′ MSL. Powerline 1804′ from DER, on centerline, 80′ AGL/122′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 162° to 700, then climbing left turn to 3000 via the TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC; or climb in visual conditions east of RWY 16/34 to cross Auburn Muni southbound at or above 1200′, then climb to 3000 via heading 150° and TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC. Do not exceed 180 KIAS until passing BLAKO. Thence....

TAKE-OFF RUNWAY 34: Climb heading 342° to 700, then climbing right turn to 3000 via heading 150° to TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC; or climb in visual conditions east of RWY 16/34 to cross Auburn Muni southbound at or above 1200′, then climb to 3000 via heading 150° and TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC. Do not exceed 180 KIAS until passing BLAKO. Thence....

....hold E SEA VORTAC, RT, 284° inbound; when authorized by ATC, climb-in-hold to 5000, or as assigned before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	N/A
331°	TDZE	N/A
	Apt Elev	63

RNAV (GPS)-A
AUBURN MUNI (S50)

NA

Circling NA west of Rwy 16-34.
Procedure NA at night.
DME/DME RNP- 0.3 NA.
Use Seattle-Tacoma Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 6000 direct ORTIN and hold, continue climb-in-hold to 6000.

SEATTLE APP CON	UNICOM
123.85	122.8 (CTAF)

Procedure NA for arrivals at CIDUG via V495 southbound.

584 723± 955 562 270 (MAP) UGUYE 266 690 662 853 (FAF) WISBA 2100 331° (6.1) 5 NM 090° 270° (IF/IAF) ORTIN 151° 331° 5 NM 4000 NoPT 033° (11.2) (IAF) CIDUG

1500 1280 3570 3921 3981 1801 5941 2440 1000 2000 3000 4000

RADAR REQUIRED

MSA UGUYE 25 NM
7900

ELEV 63

9L 34 3400 X 75

6000 ORTIN

VGSI and descent angle not coincident.

ORTIN 5 NM Holding Pattern

WISBA 151° 4000 331° 331° UGUYE 3.12° TCH 53 2100

0.5 5.5 NM 6.1 NM

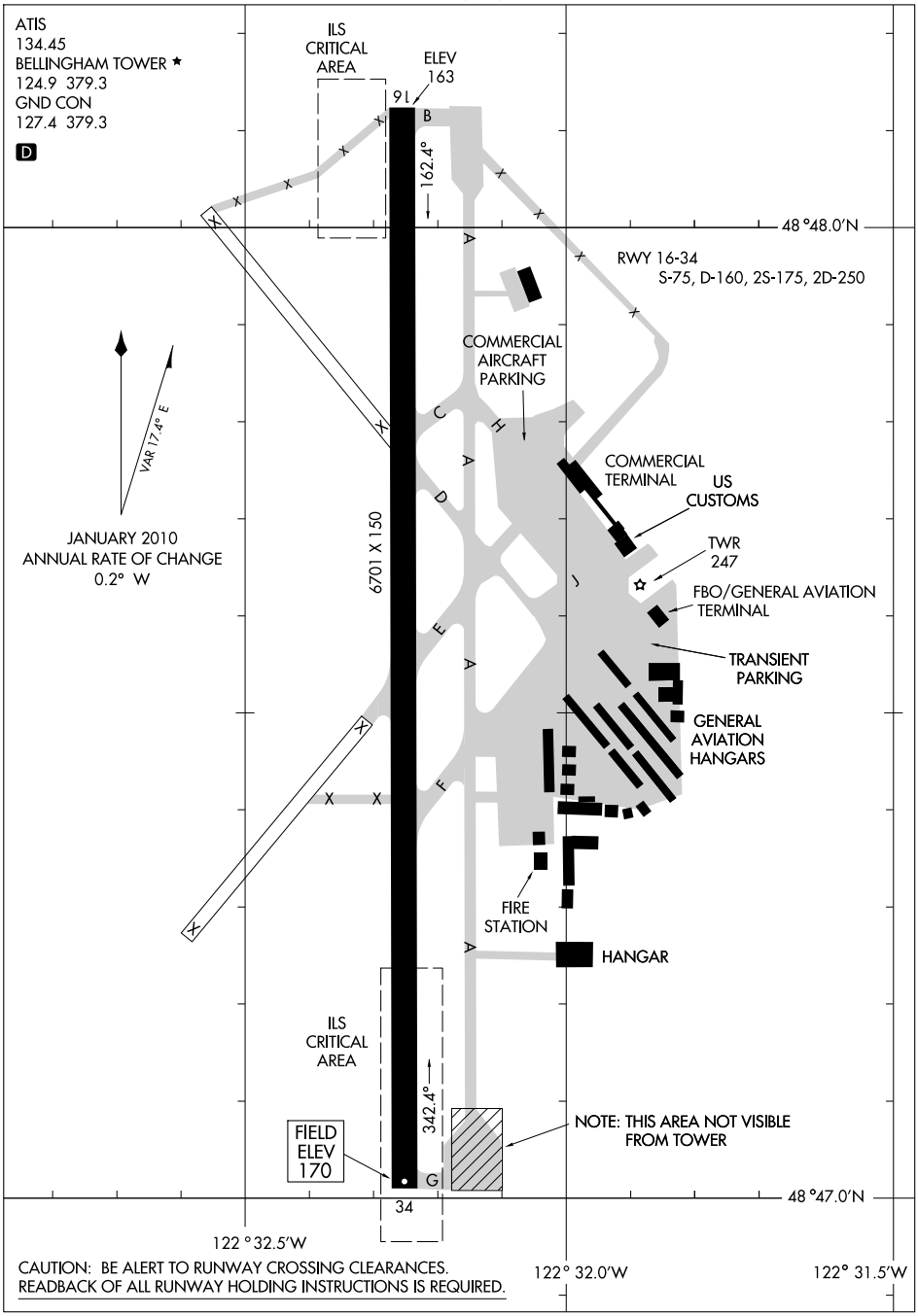
CATEGORY	A	B	C	D
CIRCLING	1320-1¼ 1257 (1300-1¼)	1320-1½ 1257 (1300-1½)	NA	

MIRL Rwy 16-34
REIL Rwys 16 and 34

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-45 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
10210
BELLINGHAM, WASHINGTON
BELLINGHAM INTL (BLI)

BELLINGHAM

BELLINGHAM INTL (BLI) 3 NW UTC−8(−7DT) N48°47.56′ W122°32.25′ SEATTLE

170 B S7 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks AOE Class I, ARFF Index B **H–1B, L–1E**
NOTAM FILE BLI **IAP, AD**

RWY 16–34: H6701X150 (ASPH–GRVD) S–75, D–160, 2S–175, 2D–250 HIRL

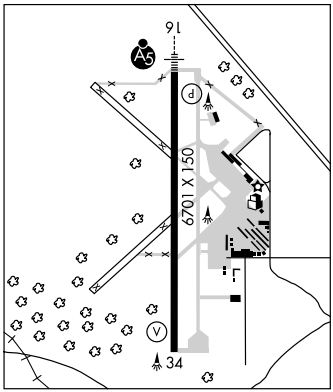
RWY 16: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Rgt tfc.

RWY 34: REIL. VASI(V4L)—GA 3.0° TCH 50′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–6701 TODA–6701 ASDA–6701 LDA–6701

RWY 34: TORA–6701 TODA–6701 ASDA–6701 LDA–6701



AIRPORT REMARKS: Attended continuously. Birds on and in vicinity of airport. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 360–671–5674. Twr svc not avbl at Twy A invof Twy G, the south hold area and the runup area due to obstructed vision. Twy J, Twy F from Twy A eastward to Twy D, and Twy D from Twy E to Twy F closed to air carrier ops. Commercial ramp clsd to pvt acft. Noise abatement procedures in effect ctc arpt manager at 360–671–5674. TPA—1200 (1030) fixed wing; 700 (530), helicopter; 2000 (1830) turbo. Touchdown rwy visual range available Rwy 16. Ldg fee. When twr clsd ACTIVATE HIRL Rwy 16–34, MALSR Rwy 16 and REIL Rwy 34—CTAF. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (360) 671–8688.

COMMUNICATIONS: CTAF 124.9 **ATIS** 134.45 (360) 647–5939
UNICOM 122.95
RCO 122.15 (SEATTLE RADIO)
Ⓡ **VICTORIA APP/DEP CON** 132.7
TOWER 124.9 (1500–0630Z‡) **GND CON** 127.4

AIRSPACE: CLASS D svc 1500–0630Z‡ other times class E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BLI.

WHATCOM (H) VORTACW 113.0 HUH Chan 77 N48°56.72′ W122°34.76′ 150° 9.3 NM to fld. 83/20E. **HIWAS.**

ILS/DME 108.5 I–BLI Chan 22 Rwy 16. Class IA.

FLOATHAVEN SPB (ØW7) 6 SE UTC−8(−7DT) N48°43.69′ W122°20.16′ SEATTLE

307 S2 NOTAM FILE SEA

WATERWAY 12–30: 10000X4000 (WATER)

SEAPLANE REMARKS: Attended dalgt hours. Canoe, sailboat, and hang glider activity invof arpt. For airframe repairs call 206–909–7299 prior to arrival to arrange svcs. Land and take off in the center of the lake. Avoid flying over noise sensitive area during tkf and ldg.

COMMUNICATIONS: CTAF 122.9

BOEING FLD/KING CO INTL (See SEATTLE)

BOWERMAN (See HOQUIAM)

BOWERS FLD (See ELLENSBURG)

LOC/DME I-BLI	APP CRS	Rwy Idg	6701
108.5	160°	TDZE	163
Chan 22		Apt Elev	170

ILS or LOC RWY 16

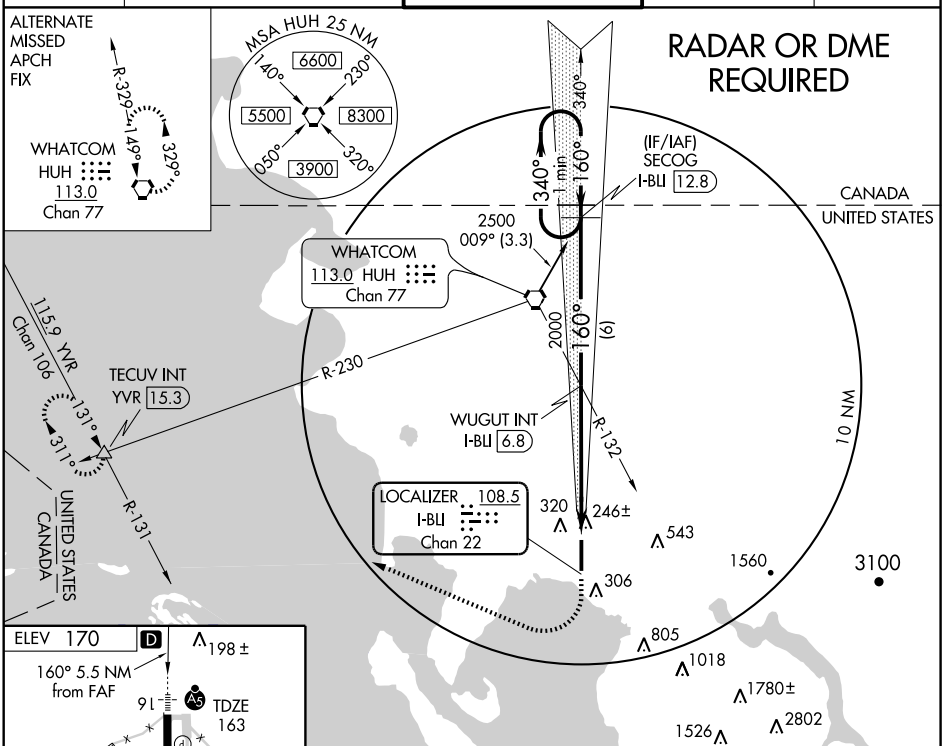
BELLINGHAM INTL (BLI)

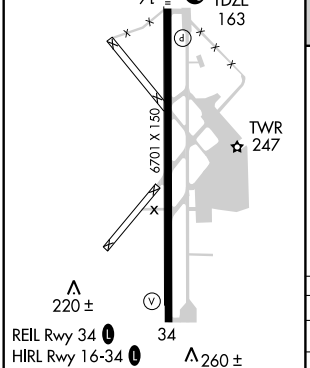
For inoperative MALSR, increase S-LOC 16 Cat D visibility to RVR 5000.
If local altimeter not received, use Friday Harbor altimeter setting and increase DA to 430 and increase all MDAs 80 feet.
VDP NA when using Friday Harbor altimeter setting.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

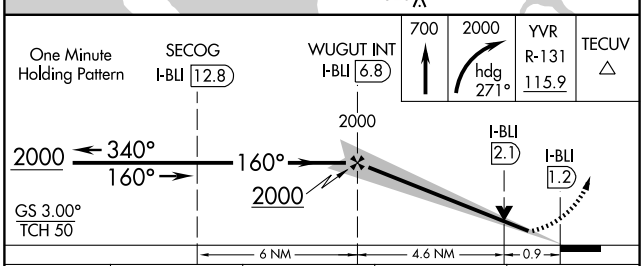
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 271° and YVR VORTAC R-131 to TECUV INT/YVR 15.3 DME and hold.

ATIS	VICTORIA TERMINAL APP CON	BELLINGHAM TOWER *	GND CON	UNICOM
134.45	132.7 290.8	124.9 (CTAF) L 379.3	127.4 379.3	122.95



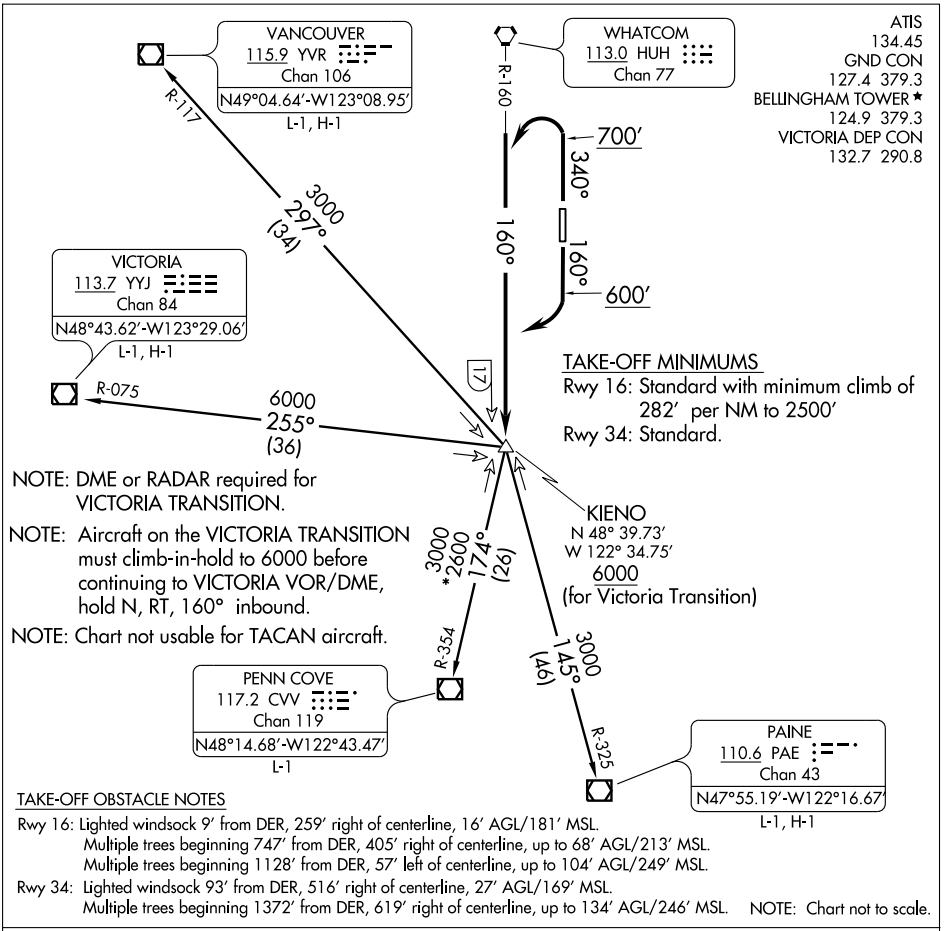




FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 16	*363/24 200 (200-½)			
S-LOC 16	500/24 337 (400-½)			500/40 337 (400-¾)
CIRCLING	620-1 450 (500-1)		620-1½ 450 (500-1½)	720-2 550 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 160° to 600', then climbing right turn to intercept HUH R-160 to KIENO INT, Thence....

TAKE-OFF RUNWAY 34: Climb heading 340° to 700', then climbing left turn to intercept HUH R-160 to KIENO INT. Thence....

....Maintain assigned transition altitude, expect requested altitude within 10 minutes.

PAINE TRANSITION (KIENO3.PAE): From over KIENO INT via PAE R-325 to PAE VOR/DME.

PENN COVE TRANSITION (KIENO3.CVV): From over KIENO INT via CVV R-354 to CVV VOR/DME.

VANCOUVER TRANSITION (KIENO3.YVR): From over KIENO INT via YVR R-117 to YVR VOR/DME.

VICTORIA TRANSITION (KIENO3.YYJ): From over KIENO INT via YYJ R-075 to YYJ VOR/DME.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6701
CH 45999	160°	TDZE	163
W16A		Apt Elev	170

RNAV (GPS) RWY 16

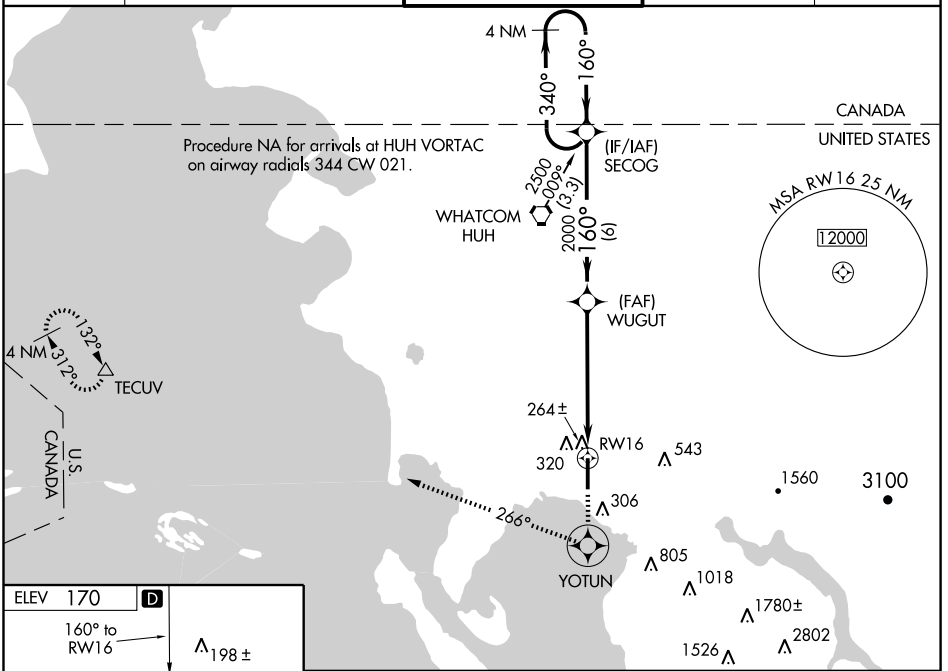
BELLINGHAM INTL (BLI)

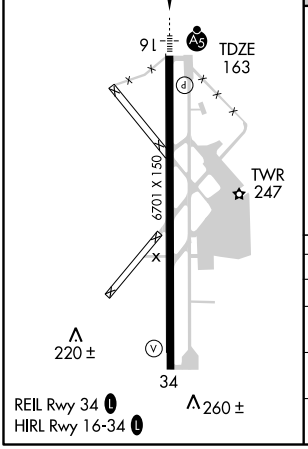
T A For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. Increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Friday Harbor altimeter setting. If local altimeter setting not received, use Friday Harbor altimeter setting and increase all DA/MDAs 80 feet.

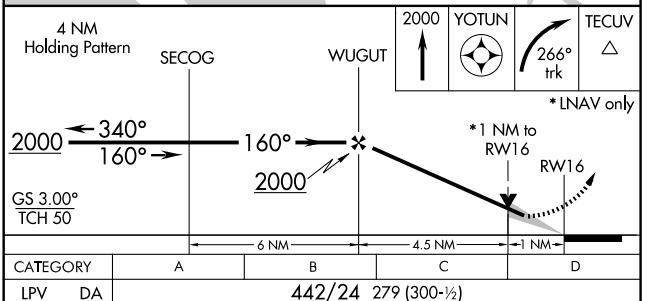
MALSR

MISSED APPROACH: Climb to 2000 direct YOTUN and right turn via 266° track to TECUV and hold.

ATIS	VICTORIA TERMINAL APP CON	BELLINGHAM TOWER ★	GND CON	UNICOM
134.45	132.7 290.8	124.9 (CTAF) L 379.3	127.4 379.3	122.95







CATEGORY	A	B	C	D
LPV DA	442/24 279 (300-½)			
LNAV/VNAV DA	554/40 391 (400-¾)			
LNAV MDA	520/24 357 (400-½)			520/50 357 (400-1)
CIRCLING	620-1 450 (500-1)		620-1½ 450 (500-1½)	720-2 550 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 34

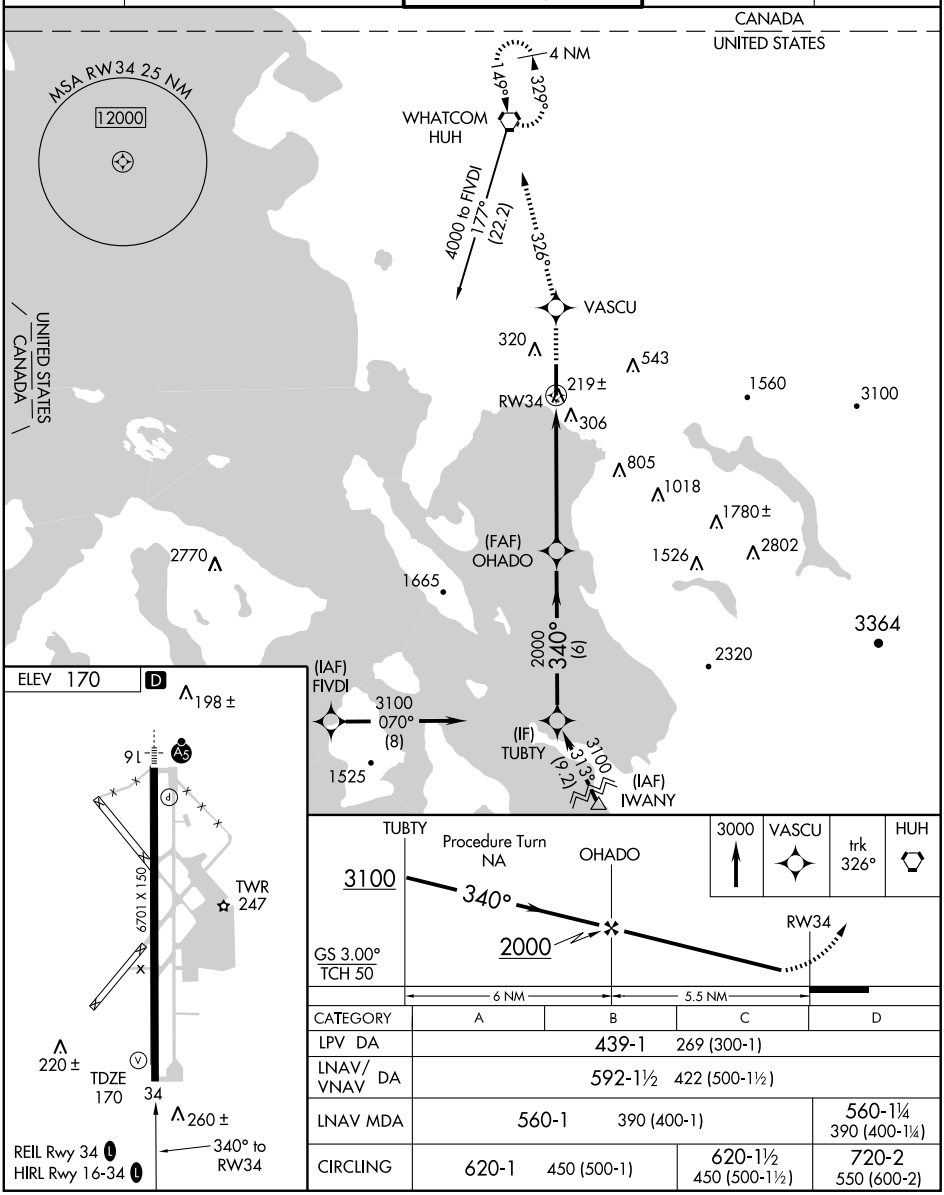
BELLINGHAM INTL (BLI)

WAAS	APP CRS	Rwy Idg	6701
CH 86223	340°	TDZE	170
W34A		Apt Elev	170

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3000 direct VASCU and via 326° track to HUH VORTAC and hold, continue climb-in-hold to 3000.

ATIS	VICTORIA TERMINAL APP CON	BELLINGHAM TOWER ★	GND CON	UNICOM
134.45	132.7 290.8	124.9 (CTAF) L 379.3	127.4 379.5	122.95



CATEGORY	A	B	C	D
LPV DA	439-1	269 (300-1)		
LNAV/VNAV DA	592-1½	422 (500-1½)		
LNAV MDA	560-1	390 (400-1)		560-1¼ 390 (400-1¼)
CIRCLING	620-1	450 (500-1)	620-1½ 450 (500-1½)	720-2 550 (600-2)

BREMERTON NATIONAL (PWT) 7 SW UTC−8(−7DT) N47°29.42′ W122°45.89′

SEATTLE
H–1B, L–1D
IAP

444 B S4 **FUEL** 100LL, JET A TPA—1444(1000) NOTAM FILE PWT

RWY 01–19: H6000X150 (ASPH) S–66, D–150, 2S–113, 2D–336 HIRL

RWY 01: PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.

RWY 19: MALSR. PAPI(P4L)—GA 3.0° TCH 48′. Fence.

AIRPORT REMARKS: Attended 1500–0300Z‡. 24 hour fuel terminal located 300′ WSW of Twy E. Rwy 19 designated calm wind rwy. All acft above 70,000 lb weight class are required to use Twy E and back taxi on rwy when departing Rwy 19. Wildlife fence crosses north end of abandoned rwy. Fee for aircraft over 60,000 pounds. ACTIVATE MALSR Rwy 19 and PAPI Rwy 01 and Rwy 19—CTAF.

WEATHER DATA SOURCES: AWOS–3 121.2 (360) 674–2811.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **SEATTLE APP/DEP CON** 127.1

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.

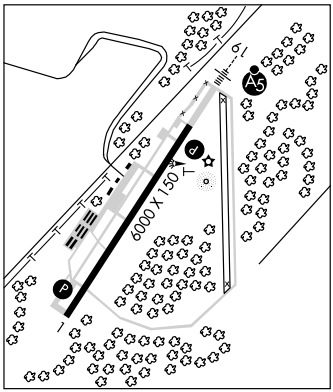
OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46°58.30′ W122°54.11′ 351° 31.6 NM to fld. 200/19E. **HIWAS.**

McCHORD (T) VORTAC 109.6 TCM Chan 33 N47°08.86′ W122°28.50′ 308° 23.7 NM to fld. 284/22E. No NOTAM MP Tue, Thu 0700–1600Z‡.

CARNEY NDB (MHW) 274 CAN N47°24.63′ W122°50.33′ 012° 5.7 NM to fld. NOTAM FILE PWT.
NDB unusable 030°–310° beyond 15 NM.

KITSAP NDB (MHW) 206 PWT N47°29.54′ W122°45.40′ at fld. NOTAM FILE PWT.
NDB unusable 210°–310° byd 12 NM.

ILS 111.1 I–PWT Rwy 19. Class IA.



BREWSTER

ANDERSON FLD (S97) 3 E UTC−8(−7DT) N48°06.29′ W119°43.24′

SEATTLE
L–13A

914 B S6 **FUEL** 100LL NOTAM FILE SEA

RWY 07–25: H4000X60 (ASPH) S–15 MIRL

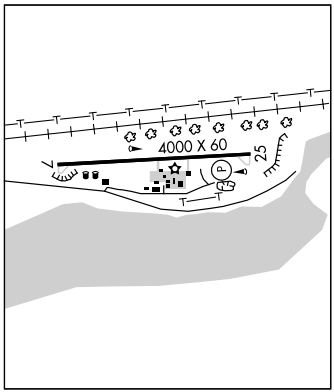
RWY 25: PAPI (P2L)—GA 3.0°.

AIRPORT REMARKS: Unattended. Fuel emergency use only. See charter opr who lives on fld. PAPI Rwy 25 OTS indef. ACTIVATE MIRL Rwy 07–25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MWH.

MOSES LAKE (H) VORW/DME 115.0 MWH Chan 97 N47°12.65′ W119°19.01′ 325° 56.1 NM to fld. 1194/18E.



BUCKHORN MOUNTAIN N46°32.49′ W123°01.27′

SEATTLE
L–1C

RCO 122.2 (SEATTLE RADIO)

LOC I-PWT	APP CRS	Rwy Idg	6000
111.1	193°	TDZE	441
		Apt Elev	444

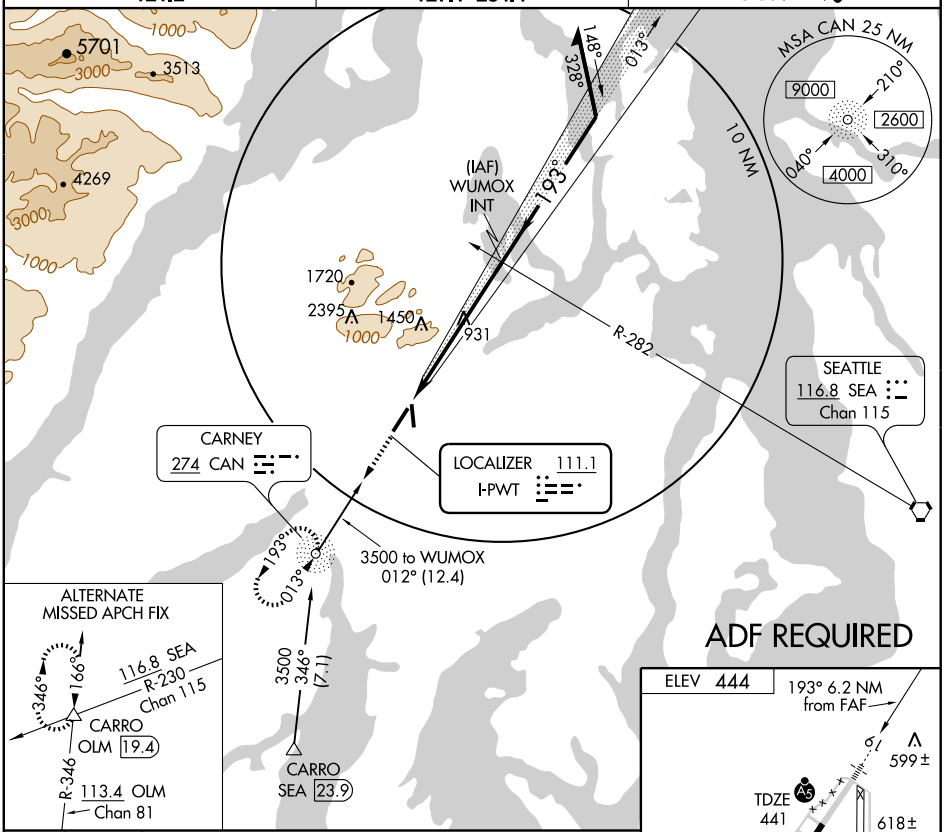
ILS or LOC RWY 19
BREMERTON NATIONAL (PWT)

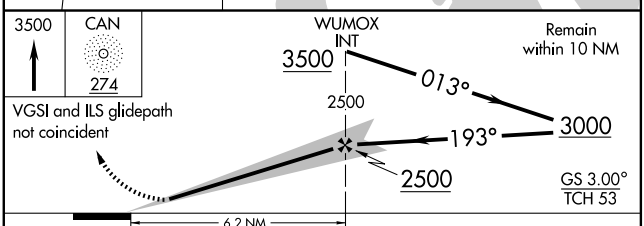
Circling NA for Cat. D west of Rwy 1-19. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all DA/MDAs 60 feet and all visibilities 3/4 mile, inoperative table does not apply.

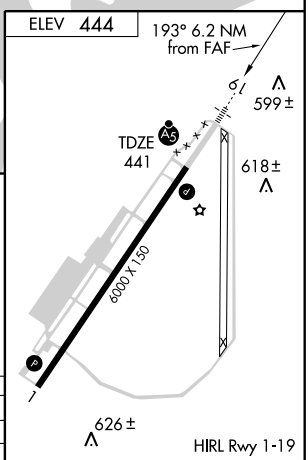
MALSR

MISSED APPROACH: Climb to 3500 direct CAN NDB and hold, continue climb-in-hold to 3500.

AWOS-3	SEATTLE APP CON	UNICOM
121.2	127.1 254.4	123.05 (CTAF)







CATEGORY	A	B	C	D
S-ILS 19	645-½ 204 (300-½)			
S-LOC 19	1200-½ 759 (800-½)	1200-¾ 759 (800-¾)	1200-1¾ 759 (800-1¾)	1200-2 759 (800-2)
CIRCLING	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	1200-2½ 756 (800-2½)

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

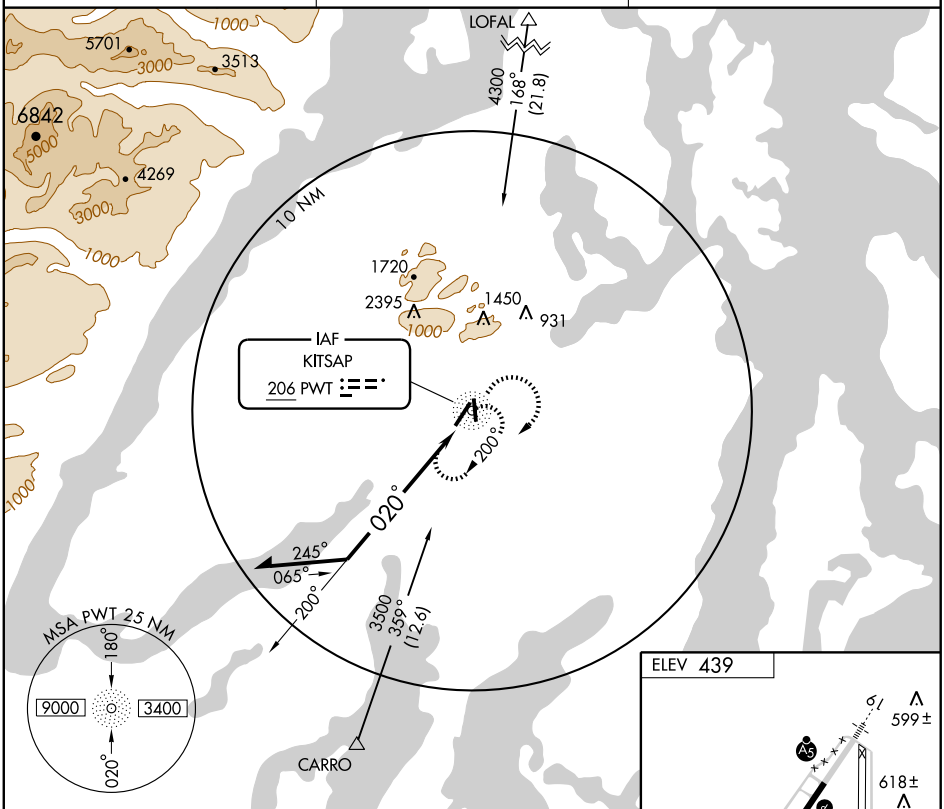
NDB PWT 206	APP CRS 020°	Rwy Idg 6000 TDZE 439 Apt Elev 439

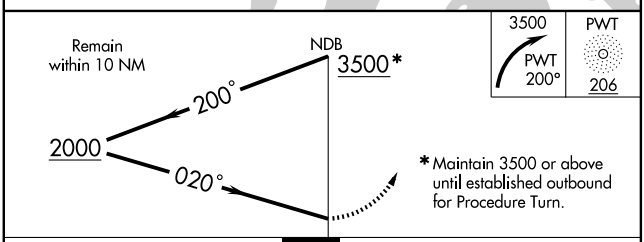
NDB RWY 1
BREMERTON NATIONAL (PWT)

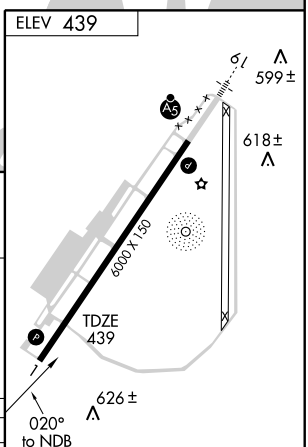
T A NA — Circling NA west of Rwy 1-19 for Cat.D.

MISSED APPROACH: Climbing right turn to 3500 via 200° bearing from PWT NDB, then direct PWT NDB and hold.

AWOS-3	SEATTLE APP CON	UNICOM
121.2	127.1 254.4	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-1	980-1 541 (600-1)		980-1½ 541 (600-1½)	980-1¾ 541 (600-1¾)
CIRCLING	980-1 541 (600-1)		980-1½ 541 (600-1½)	1000-2 561 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6000
013°	TDZE	444
	Apt Elev	444

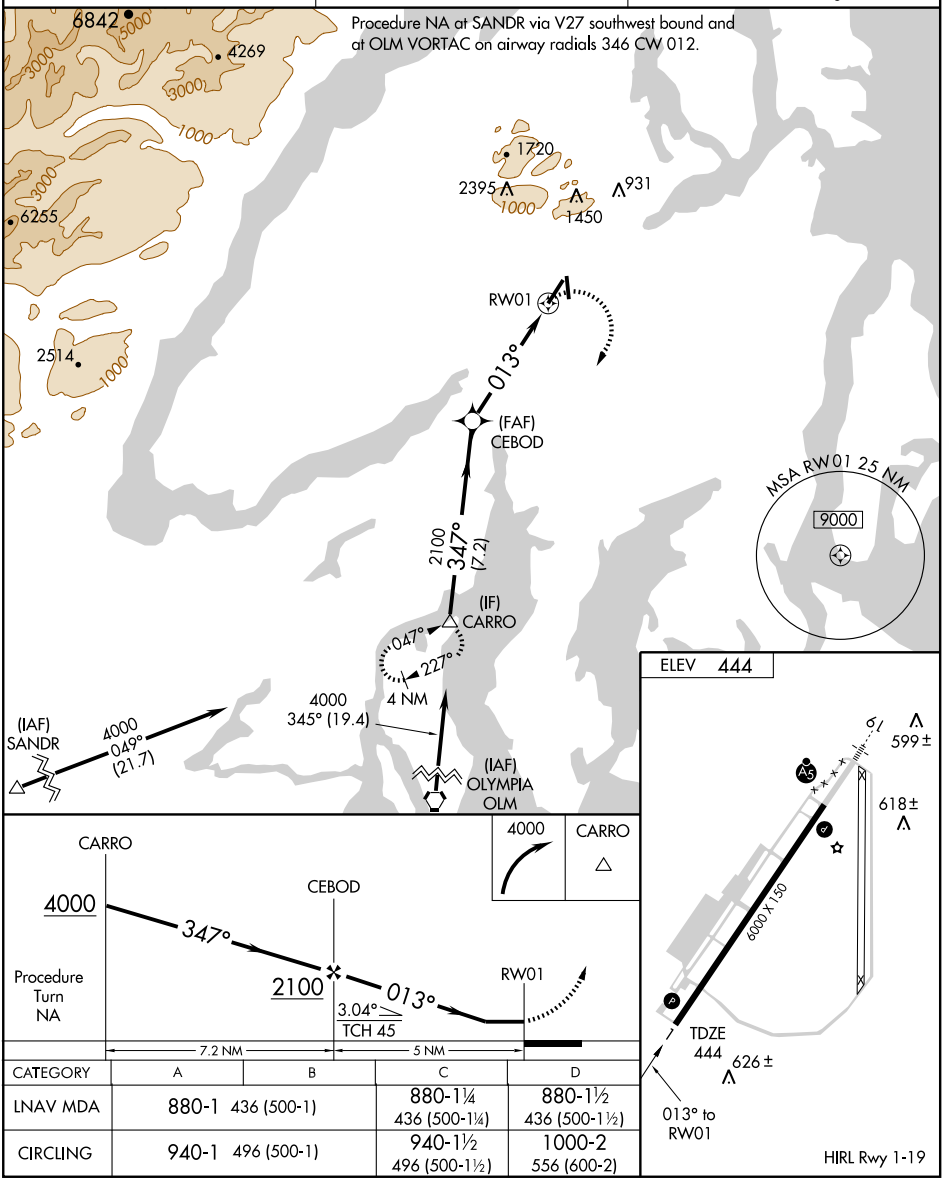
RNAV (GPS) RWY 1
BREMERTON NATIONAL (PWT)

Circling NA for Cat. D west of Rwy 1-19.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 4000 direct CARRO and hold, continue climb-in-hold to 4000.

AWOS-3	SEATTLE APP CON	UNICOM
121.2	127.1 254.4	123.05 (CTAF)

Procedure NA at SANDR via V27 southwest bound and at OLM VORTAC on airway radials 346 CW 012.



CATEGORY	A	B	C	D
LNAV MDA	880-1 436 (500-1)		880-1¼ 436 (500-1¼)	880-1½ 436 (500-1½)
CIRCLING	940-1 496 (500-1)		940-1½ 496 (500-1½)	1000-2 556 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6000
CH 61106	193°	TDZE	441
W19A		Apt Elev	444

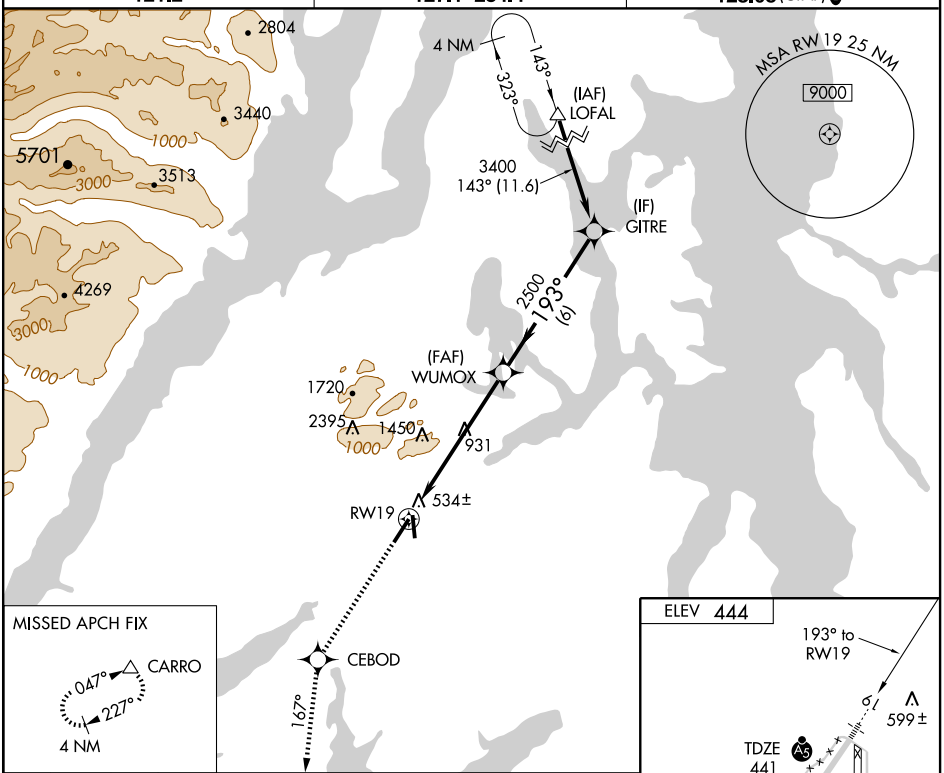
RNAV (GPS) RWY 19
BREMERTON NATIONAL (PWT)

T Circling NA for Cat. D west of Rwy 1-19. DME/DME RNP-0.3 NA.
A When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase DA to 808 feet and all MDAs 60 feet, increase LPV visibility all Cats. 1/2 mile. Inoperative table does not apply to LNAV Cat. A and B. VDP NA when using Seattle-Tacoma Intl altimeter setting. For inoperative MALSR increase LPV visibility all Cats. 1/2 mile. Inoperative table does not apply to LNAV Cat. A and B.

MALSR

MISSED APPROACH: Climb to 4000 direct CEBOD and via 167° track to CARRO and hold, continue climb-in-hold to 4000.

AWOS-3	SEATTLE APP CON	UNICOM
121.2	127.1 254.4	123.05 (CTAF)

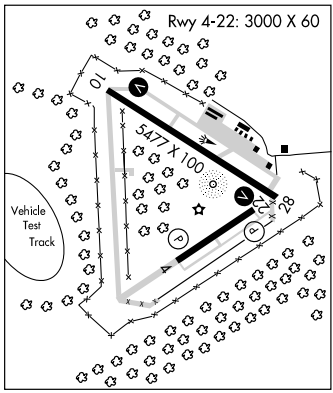


CATEGORY	A	B	C	D
LPV DA	763-½ 322 (400-½)			
LNAV MDA	1600-1¼ 1159 (1200-1¼)	1600-1½ 1159 (1200-1½)	1600-2½ 1159 (1200-2½)	
CIRCLING	1600-1¼ 1156 (1200-1¼)	1600-1½ 1156 (1200-1½)	1600-3 1156 (1200-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

BURLINGTON/MOUNT VERNON

SKAGIT RGNL (BVS) 3 W UTC−8(−7DT) N48°28.25′ W122°25.25′ **SEATTLE**
144 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE BVS **H–1B, L–1E**
RWY 10–28: H5477X100 (ASPH) S–19 MIRL 0.8% up W **IAP**
RWY 10: REIL. VASI(V4L)—GA 3.0° TCH 40′.
RWY 28: REIL. VASI(V2L)—GA 3.5° TCH 46′.
RWY 04–22: H3000X60 (ASPH) S–12.5 LIRL 0.4% up NE
RWY 04: PAPI(P2L)–GA 3.0° TCH 40′.
RWY 22: PAPI(P2L)–GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Mon–Fri 1400–0100Z‡. Deer and birds on and invof rwys. Helicopter training ops on arpt with autorotations on rwy. Use of Twy G by acft with wingspan 49′ or greater prohibited when Rwy 04–22 in use. TPA–1144(1000) Ultralight TPA–644(500). Rwy 04–22 compass rose in stopway SW end. ACTIVATE MIRL Rwy 10–28, LIRL Rwy 04–22, VASI Rwy 10 and Rwy 28, and REIL Rwy 10 and Rwy 28—CTAF. PAPI Rwy 04 and Rwy 22 opr continuously.
WEATHER DATA SOURCES: AWOS–3 121.125 (360) 757–7767.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **WHIDBEY APP/DEP CON** 120.7
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.
TATOOSH (H) VORTACW 112.2 TOU Chan 59 N48°17.99′ W124°37.62′ 061° 88.8 NM to fld. 1652/22E.
HIWAS.
SKAGIT/BAY VIEW NDB (MHW) 240 BVS N48°28.12′ W122°25.10′ at fld. NOTAM FILE BVS.
NDB unusable 350°–030° byd 20NM.



CAMANO ISLAND AIRFIELD (See STANWOOD)

CAMAS

GROVE FLD (1W1) 3 N UTC−8(−7DT) N45°37.67′ W122°24.26′ **SEATTLE**
429 B S4 **FUEL** 100 NOTAM FILE SEA
RWY 07–25: H2710X40 (ASPH) MIRL (NSTD)
RWY 07: PAPI(P2L)—GA 5.0°. Thld dsplcd 493′. Trees.
RWY 25: PAPI(P2L)—GA 5.0°. Thld dsplcd 413′. Trees.
AIRPORT REMARKS: Unattended. For fuel after hrs credit card lock. Noise abatement procedures in effect, ctc Port of Camas–Washougal at 360–835–2196. Rwy 07–25 has buildings, telephone poles and trees encroaching in safety areas. Rwy 07 and Rwy 25 have 4 thld stripes falsely indicating 60′ width. NSTD MIRL Rwy 07 and Rwy 25 dsplcd thlds unlighted. ACTIVATE rotating bcn and MIRL Rwy 07–25—CTAF.
COMMUNICATIONS: CTAF 122.9
PORTLAND CLNC DEL 121.65

CANYON N47°40.62′ W117°27.01′ NOTAM FILE GEG. **SEATTLE**
NDB (MHW) 388 CRK 205° 4.8 NM to Spokane Intl.

CARNEY N47°24.63′ W122°50.33′ NOTAM FILE PWT. **SEATTLE**
NDB (MHW) 274 CAN 012° 5.7 NM to Brementon National. **L–1D**
NDB unusable 030°–310° beyond 15 NM.

CASHMERE–DRYDEN (8S2) 0 SW UTC−8(−7DT) N47°30.89′ W120°29.08′ **SEATTLE**
858 B S4 NOTAM FILE SEA
RWY 07–25: H1800X50 (ASPH) S–8 MIRL
RWY 07: Fence. **RWY 25:** PAPI(P2L)—GA 3.0°. Thld dsplcd 182′. Trees.
AIRPORT REMARKS: Unattended. Ground vehicles and pedestrians use twy for hanger and residential access. Exit rwy at twys only. Radio control model activity permitted on W end of arpt. ACTIVATE MIRL Rwy 07–25—121.7.
COMMUNICATIONS: CTAF 122.9

CEDARS NORTH AIRPARK (See BATTLE GROUND)

NDB BVS	APP CRS	Rwy Idg	5477
240	112°	TDZE	144
		Apt Elev	144

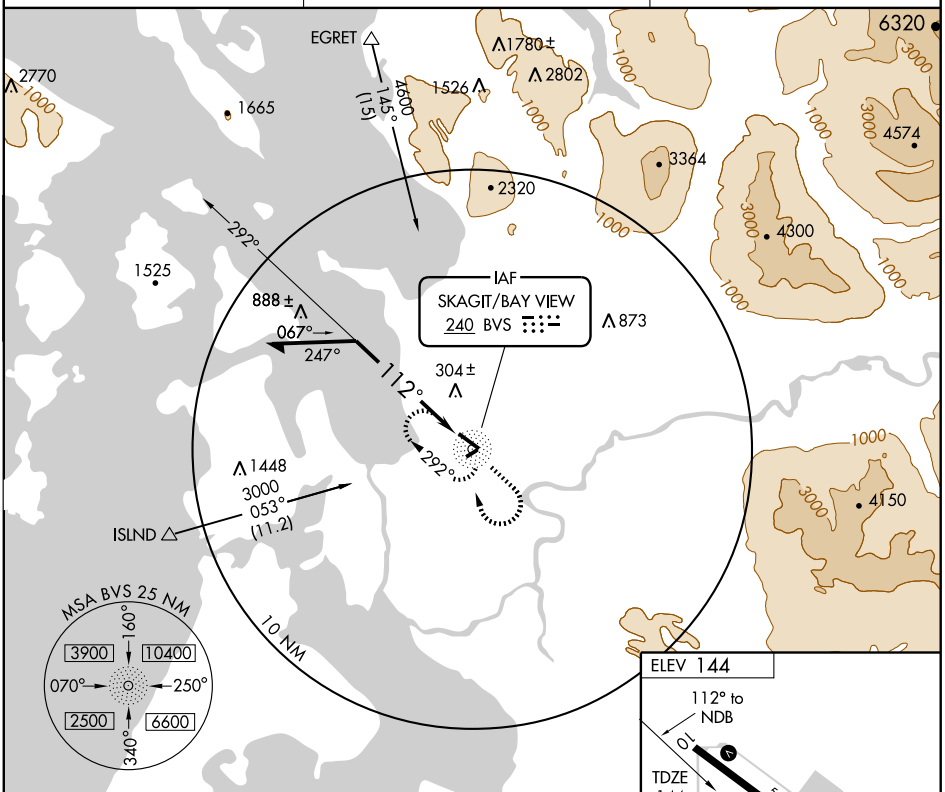
NDB RWY 10

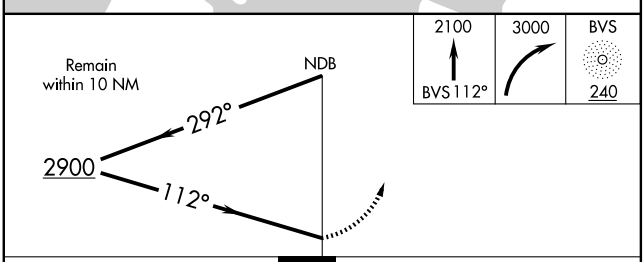
BURLINGTON/MOUNT VERNON/ SKAGIT RGNL (BVS)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Friday Harbor altimeter setting and increase all MDA 80 feet.

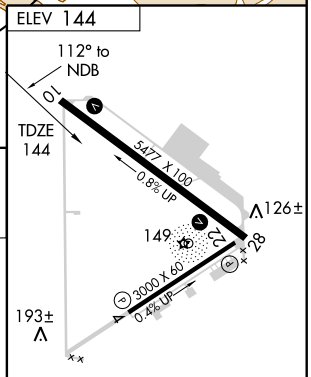
MISSED APPROACH: Climb to 2100 via 112° bearing from BVS NDB then climbing right turn to 3000 direct BVS NDB and hold.

AWOS-3	WHIDBEY APP CON	UNICOM
121.125	120.7 270.8	123.075 (CTAF) L





2100	3000	BVS
BVS 112°		240



CATEGORY	A	B	C	D
S-10	1400-1¼ 1256 (1300-1¼)	1400-1½ 1256 (1300-1½)	1400-3 1256 (1300-3)	
CIRCLING	1400-1¼ 1256 (1300-1¼)	1400-1½ 1256 (1300-1½)	1400-3 1256 (1300-3)	

LIRL Rwy 4-22 L
REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5477
CH 53500	105°	TDZE	144
W10A		Apt Elev	144

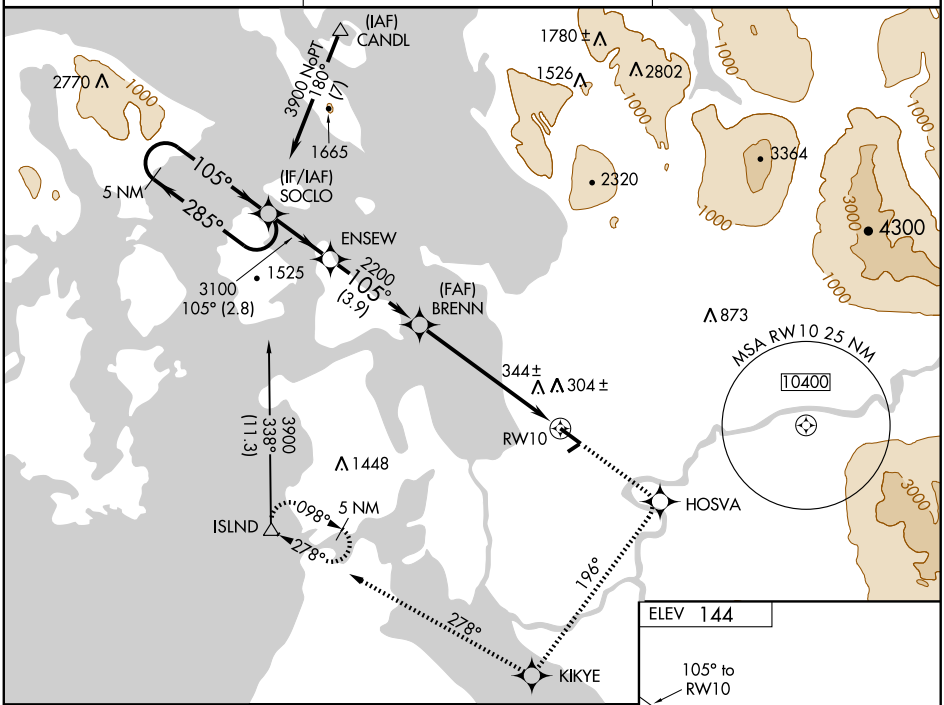
RNAV (GPS) RWY 10

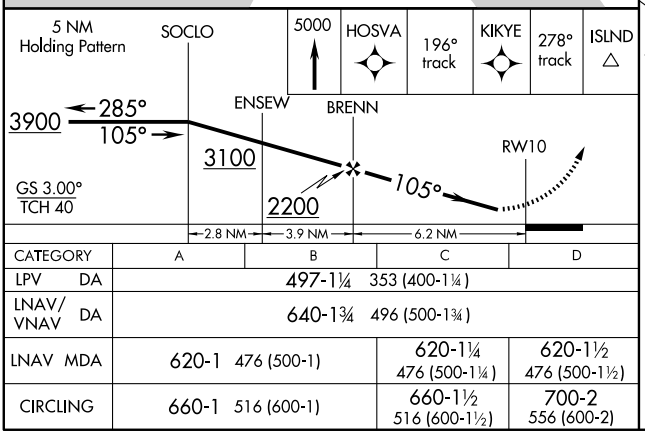
BURLINGTON/MOUNT VERNON/ SKAGIT RGNL (BVS)

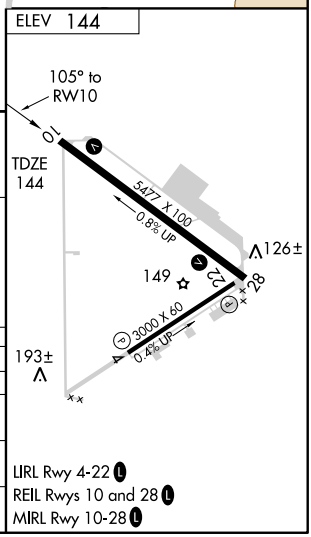
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Friday Harbor altimeter setting. When local altimeter setting not received, use Friday Harbor altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 5000 direct HOSVA and via 196° track to KIKYE and via 278° track to ISLND and hold, continue climb-in-hold to 5000.

AWOS-3	WHIDBEY APP CON	UNICOM
121.125	120.7 270.8	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	497-1¼ 353 (400-1¼)			
LNAV/VNAV DA	640-1¾ 496 (500-1¾)			
LNAV MDA	620-1 476 (500-1)		620-1¼ 476 (500-1¼)	620-1½ 476 (500-1½)
CIRCLING	660-1 516 (600-1)		660-1½ 516 (600-1½)	700-2 556 (600-2)

LIRL Rwy 4-22 L
REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5477
CH 70407	286°	TDZE	126
W28A		Apt Elev	144

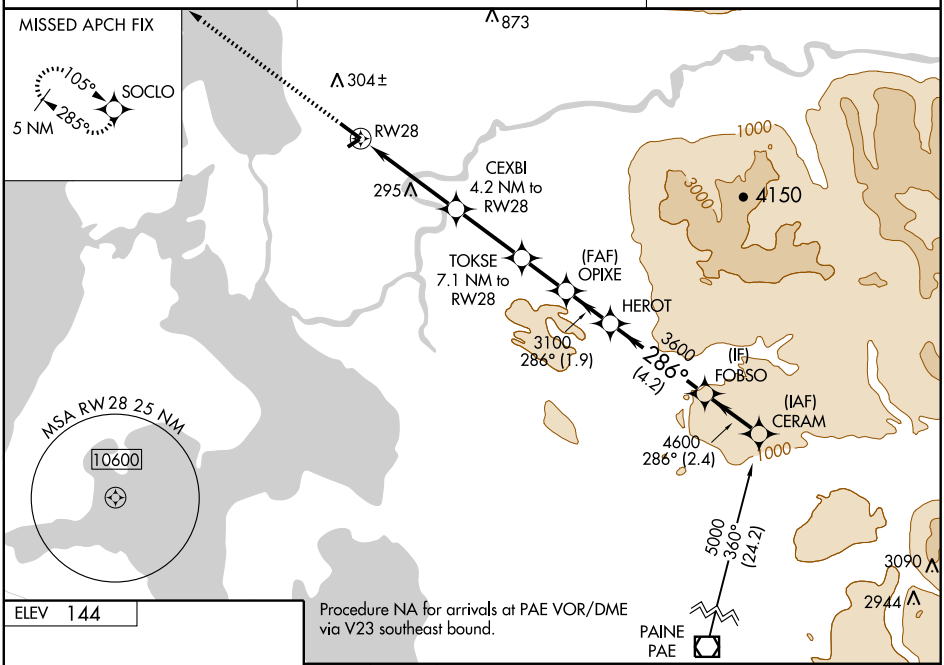
RNAV (GPS) RWY 28

BURLINGTON/MOUNT VERNON/SKAGIT RGNL (BVS)

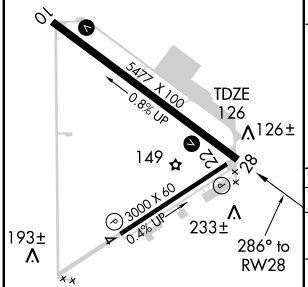
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Friday Harbor altimeter setting. When local altimeter setting not received, use Friday Harbor altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 4000 direct SOCLO and hold, continue climb-in-hold to 4000.

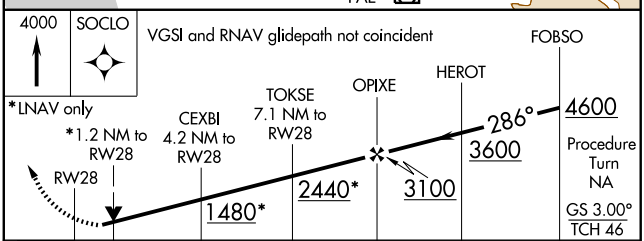
AWOS-3	WHIDBEY APP CON	UNICOM
121.125	120.7 270.8	123.075 (CTAF) L



ELEV 144



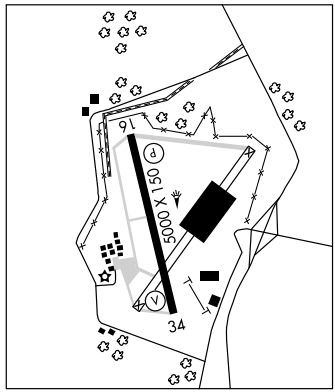
LIRL Rwy 4-22 L
REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LPV DA	421-1¼ 295 (300-1¼)			
LNAV/VNAV DA	503-1½ 377 (400-1½)			
LNAV MDA	600-1 474 (500-1)		600-1¼ 474 (500-1¼)	600-1½ 474 (500-1½)
CIRCLING	660-1 516 (600-1)		660-1½ 516 (600-1½)	700-2 556 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

CHEHALIS–CENTRALIA (CLS) 1 W UTC−8(−7DT) N46°40.62′ W122°58.97′ **SEATTLE**
176 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE SEA **H–1B, L–1C**
RWY 16–34: H5000X150 (CONC) S–30, D–30, 2D–85 MIRL **IAP**
RWY 16: REIL. PAPI(P4L)—GA 4.0° TCH 51′. Trees. Rgt tfc.
RWY 34: REIL. VASI(V2L)—GA 4.5°TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1500–0100Z‡. Fuel avbl 24 hrs by credit card only. No debit cards. Possible wildlife on rwys. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (360) 740–5164.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SEATTLE APP CON** 121.1
SEATTLE CENTER DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.
OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46°58.30′ W122°54.11′ 172° 18.0 NM to fld. 200/19E.
HIWAS.

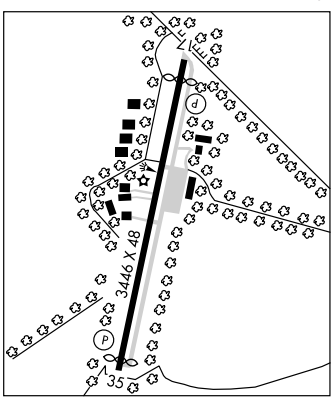


CHELAN

LAKE CHELAN (S1Ø) 3 NE UTC−8(−7DT) N47°51.96′ W119°56.56′ **SEATTLE**
1263 B S2 **FUEL** 100LL, JET A NOTAM FILE SEA **L–13A**
RWY 02–20: H3503X60 (ASPH) S–12 MIRL
RWY 02: Thld dsplcd 447′. Road. Rgt tfc. **RWY 20:** PAPI(P2L). Thld dsplcd 197′. Trees.
AIRPORT REMARKS: Attended continuously. Self–service fuel avbl 24 hrs. ACTIVATE MIRL Rwy 02–20 CTAF 122.9.
COMMUNICATIONS: CTAF/UNICOM 122.95
RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.
EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47°22.68′ W119°25.44′ 303° 36.1 NM to fld. 1250/21E.

CHEWELAH

SAND CANYON (1S9) 2 N UTC−8(−7DT) N48°18.85′ W117°44.60′ **SEATTLE**
2084 B NOTAM FILE SEA **L–13B**
RWY 17–35: H3446X48 (ASPH) MIRL
RWY 17: PAPI(P2L)—GA 4.0° TCH 63′. Thld dsplcd 230′. Tree. Rgt tfc.
RWY 35: PAPI(P4L)—GA 3.0°. Thld dsplcd 101′.
AIRPORT REMARKS: Unattended. Deer and wildlife on and invof arpt. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 333° 45.2 NM to fld. 2755/21E. **HIWAS.**



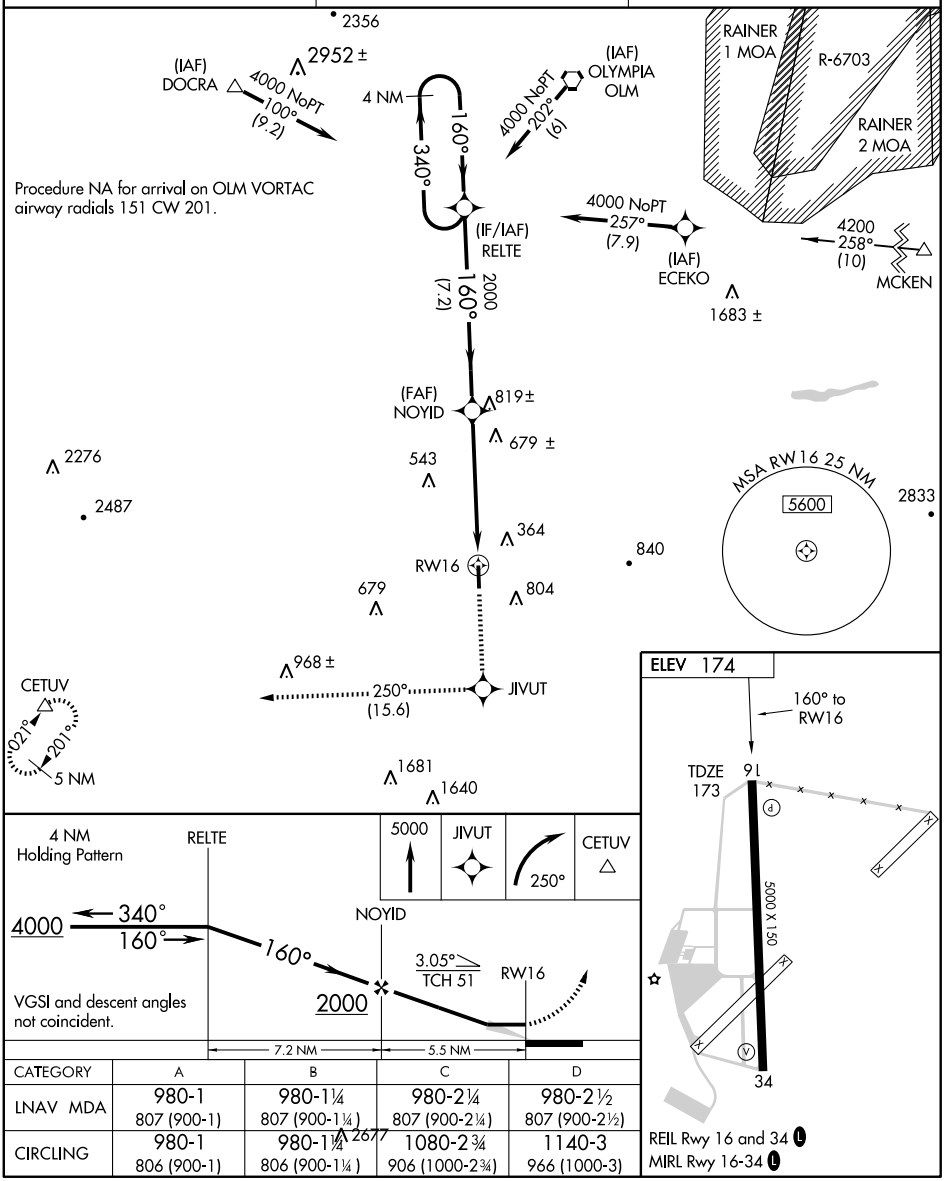
APP CRS	Rwy Idg	5000
160°	TDZE	173
	Apt Elev	174

RNAV (GPS) RWY 16
CHEHALIS-CENTRALIA (CLS)

DME/DME RNP- 0.3 NA.
NA Circling NA northeast of Rwy 16-34.
Circling NA at night.

MISSED APPROACH: Climb to 5000 direct JIVUT and right turn via 250° track to CETUV and hold, continue climb-in-hold to 5000.

AWOS-3	SEATTLE APP CON	UNICOM
118.025	121.1 377.15	122.8 (CTAF) L

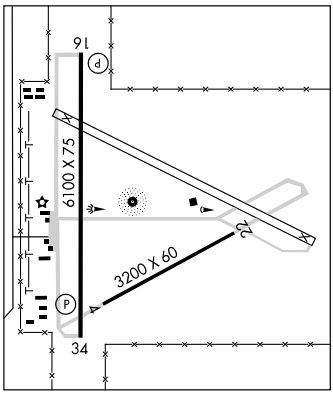


CATEGORY	A	B	C	D
LNAV MDA	980-1 807 (900-1)	980-1¼ 807 (900-1¼)	980-2¼ 807 (900-2¼)	980-2½ 807 (900-2½)
CIRCLING	980-1 806 (900-1)	980-1¼ 806 (900-1¼)	1080-2¾ 906 (1000-2¾)	1140-3 966 (1000-3)

REIL Rwy 16 and 34 L
MIRL Rwy 16-34 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

DEER PARK (DEW) 3 NE UTC−8(−7DT) N47°58.02′ W117°25.72′ SEATTLE
2211 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE DEW H–1C, L–13B
RWY 16–34: H6100X75 (ASPH) S–21 MIRL 0.4% up NW IAP
RWY 16: REIL. PAPI (P4L)—GA 3.5° TCH 38′. Trees.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 04–22: H3200X60 (ASPH) S–12.5
AIRPORT REMARKS: Attended Apr–Oct 1600–0100Z‡, Nov–Mar 1800–0000Z‡. 100LL avbl 24 hrs credit card self service facility. Call ahead for Jet A svc 509–276–3379. Rwy 04–22 heavy glider activity weekends. Monitor glider traffic on 123.3 abv 5000′ MSL. Glider pattern TPA 3211(1000). Ultralight activity on arpt. Model airplane activity on arpt. Farming opr active on land adjacent to rwys. Deer and coyotes on and invof runways. 175′ twr 2000′ W of Rwy 16–34. Noise abatement procedures in effect ctc arpt manager 509–276–3379. Rwy 16 preferred calm wind rwy. ACTIVATE MIRL Rwy 16–34—CTAF.
WEATHER DATA SOURCES: ASOS 135.175 (509) 276–2303.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **SPOKANE APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 358° 25.4 NM to fld. 2755/21E. **HIWAS.**
NDB (MHW) 365 DPY N47°58.07′ W117°25.58′ at fld. NOTAM FILE DEW. NDB unmonitored.



DESERT AIRE (See MATTAWA)

DE VERE FLD (See CLE ELUM)

DONNY N46°31.54′ W120°22.33′. NOTAM FILE YKM. SEATTLE
NDB (LOM) 371 YK 274° 7.6 NM to Yakima Air Terminal/McAllister Fld.

DOROTHY SCOTT (See OROVILLE)

DUNEZ N46°20.29′ W119°00.75′. NOTAM FILE PSC. SEATTLE
NDB (LOM) 331 PS 205° 6.3 NM to Tri–Cities. Unmonitored when twr clsd.

EASTON STATE (ESW) 2 N UTC−8(−7DT) N47°15.25′ W121°11.13′ SEATTLE
2226 NOTAM FILE SEA
RWY 09–27: 2640X100 (TURF) MIRL
RWY 09: Trees **RWY 27:** Trees
AIRPORT REMARKS: Unattended. Arpt CLOSED Oct 1 thru Jun 1. Wind cone mounted on 50′ self supporting tower. Vehicles, pedestrians and wildlife on and invof arpt.
COMMUNICATIONS: CTAF 122.9

EASTSOUND

ORCAS ISLAND (ORS) 1 N UTC−8(−7DT) N48°42.50′ W122°54.64′ SEATTLE
31 B S3 **FUEL** 100LL TPA—1031(1000) NOTAM FILE ORS L–1E
RWY 16–34: H2900X60 (ASPH–AFSC) S–12.5 MIRL IAP
RWY 16: REIL. VASI(V4L)—GA 2.9° TCH 35′. **RWY 34:** REIL. PAPI(P2L)—GA 4.0° TCH 28′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1600–0030Z‡. Self svc 24 hr fuel avbl with credit card. Deer on and invof rwy. Noise abatement procedures in effect, ctc arpt manager 360–376–5285. Additional transient tiedowns south of segmented circle. PAPI baffled W of centerline, lateral coverage has been narrowed to avoid obstacles, during decent close alignment to rwy centerline is necessary. ACTIVATE VASI Rwy 16, REIL Rwy 16 and Rwy 34 and twy lgts—128.25.
WEATHER DATA SOURCES: AWOS–3 135.425 (360) 376–6045.
COMMUNICATIONS: CTAF 128.25
VICTORIA NORTH APP/DEP CON 132.7
WHIDBEY SOUTH APP/DEP CON 118.2

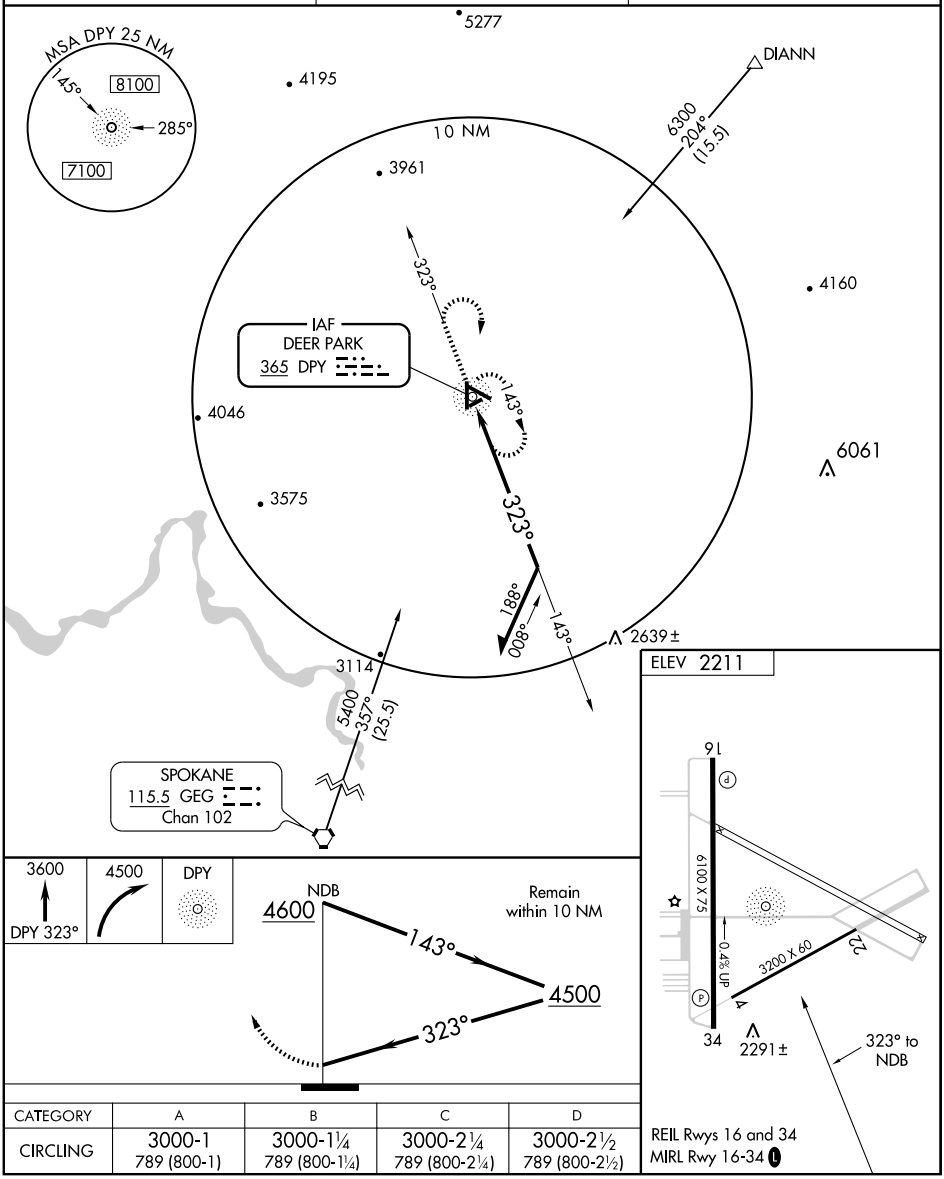
NDB DPY 365	APP CRS 323°	Rwy Idg N/A TDZE N/A Apt Elev 2211

NDB-A
DEER PARK (DEW)

Circling NA west of Rwy 16-34.
When local altimeter setting not received, use Spokane Intl altimeter setting and increase all MDAs 80 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 3600 via 323° bearing from DPY NDB then climbing right turn to 4500 direct DPY NDB and hold.

ASOS	SPOKANE APP CON	UNICOM
135.175	123.75 282.25	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3000-1 789 (800-1)	3000-1¼ 789 (800-1¼)	3000-2¼ 789 (800-2¼)	3000-2½ 789 (800-2½)

REIL Rwys 16 and 34
MIRL Rwy 16-34 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6100
CH 61306	344°	TDZE	2201
W34A		Apt Elev	2211

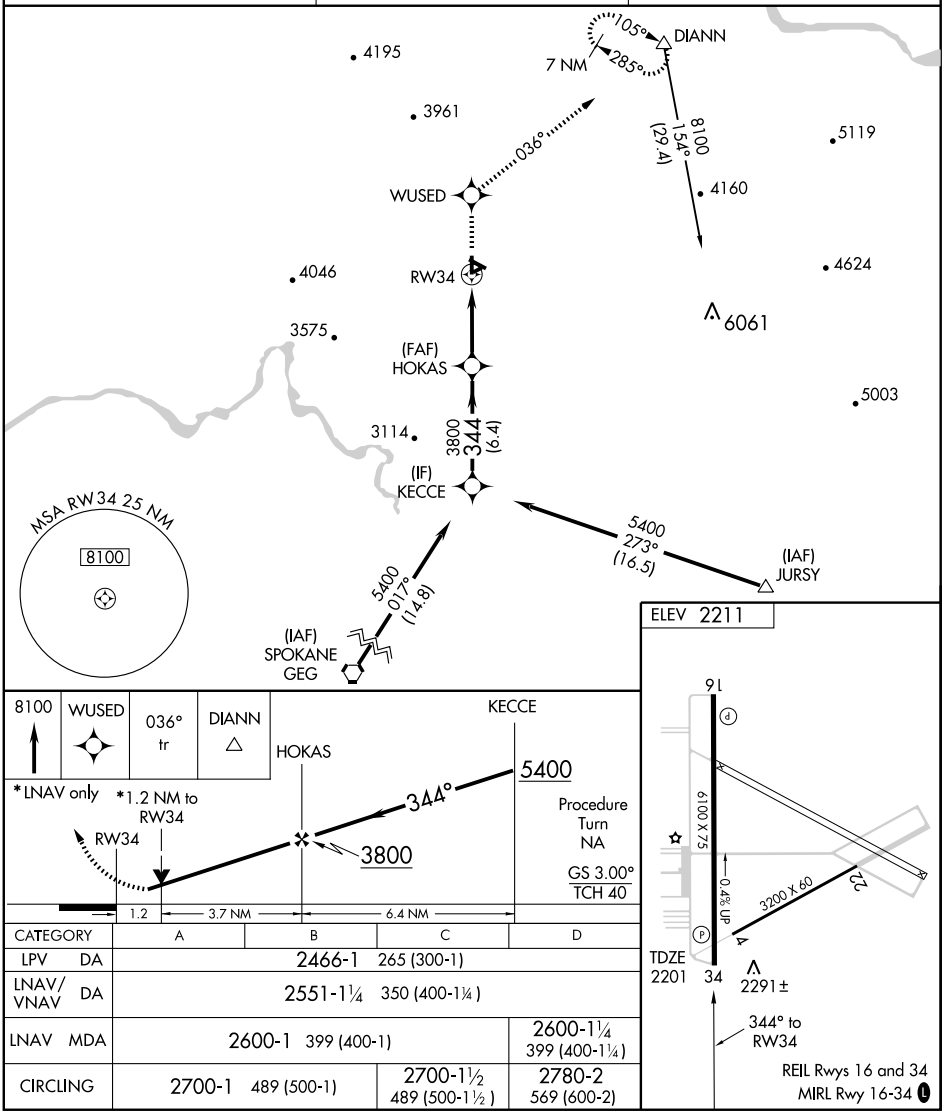
RNAV (GPS) RWY 34

DEER PARK (DEW)

T
A
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).
When local altimeter setting not received, use Spokane Intl altimeter setting and increase all DA/MDAs 80 feet and all visibilities ¼ mile.
Circling not authorized west of Rwy 16-34. DME/DME RNP- 0.3 NA.
VDP and Baro-VNAV NA when using Spokane Intl altimeter setting.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 8100 direct WUSED and via 036° track to DIANN and hold, continue climb-in- hold to 8100.

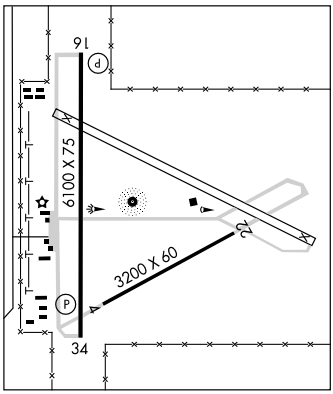
ASOS	SPOKANE APP CON	UNICOM
135.175	123.75 282.25	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2466-1 265 (300-1)			
LNAV/VNAV DA	2551-1¼ 350 (400-1¼)			
LNAV MDA	2600-1 399 (400-1)			2600-1¼ 399 (400-1¼)
CIRCLING	2700-1 489 (500-1)		2700-1½ 489 (500-1½)	2780-2 569 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

DEER PARK (DEW) 3 NE UTC−8(−7DT) N47°58.02′ W117°25.72′ SEATTLE
2211 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE DEW H–1C, L–13B
RWY 16–34: H6100X75 (ASPH) S–21 MIRL 0.4% up NW IAP
RWY 16: REIL. PAPI (P4L)—GA 3.5° TCH 38′. Trees.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 04–22: H3200X60 (ASPH) S–12.5
AIRPORT REMARKS: Attended Apr–Oct 1600–0100Z‡, Nov–Mar 1800–0000Z‡. 100LL avbl 24 hrs credit card self service facility. Call ahead for Jet A svc 509–276–3379. Rwy 04–22 heavy glider activity weekends. Monitor glider traffic on 123.3 abv 5000′ MSL. Glider pattern TPA 3211(1000). Ultralight activity on arpt. Model airplane activity on arpt. Farming opr active on land adjacent to rwys. Deer and coyotes on and invof runways. 175′ twr 2000′ W of Rwy 16–34. Noise abatement procedures in effect ctc arpt manager 509–276–3379. Rwy 16 preferred calm wind rwy. ACTIVATE MIRL Rwy 16–34—CTAF.
WEATHER DATA SOURCES: ASOS 135.175 (509) 276–2303.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **SPOKANE APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 358° 25.4 NM to fld. 2755/21E. **HIWAS.**
NDB (MHW) 365 DPY N47°58.07′ W117°25.58′ at fld. NOTAM FILE DEW. NDB unmonitored.



DESERT AIRE (See MATTAWA)

DE VERE FLD (See CLE ELUM)

DONNY N46°31.54′ W120°22.33′. NOTAM FILE YKM. SEATTLE
NDB (LOM) 371 YK 274° 7.6 NM to Yakima Air Terminal/McAllister Fld.

DOROTHY SCOTT (See OROVILLE)

DUNEZ N46°20.29′ W119°00.75′. NOTAM FILE PSC. SEATTLE
NDB (LOM) 331 PS 205° 6.3 NM to Tri–Cities. Unmonitored when twr clsd.

EASTON STATE (ESW) 2 N UTC−8(−7DT) N47°15.25′ W121°11.13′ SEATTLE
2226 NOTAM FILE SEA
RWY 09–27: 2640X100 (TURF) MIRL
RWY 09: Trees **RWY 27:** Trees
AIRPORT REMARKS: Unattended. Arpt CLOSED Oct 1 thru Jun 1. Wind cone mounted on 50′ self supporting tower. Vehicles, pedestrians and wildlife on and invof arpt.
COMMUNICATIONS: CTAF 122.9

EASTSOUND

ORCAS ISLAND (ORS) 1 N UTC−8(−7DT) N48°42.50′ W122°54.64′ SEATTLE
31 B S3 **FUEL** 100LL TPA—1031(1000) NOTAM FILE ORS L–1E
RWY 16–34: H2900X60 (ASPH–AFSC) S–12.5 MIRL IAP
RWY 16: REIL. VASI(V4L)—GA 2.9° TCH 35′. **RWY 34:** REIL. PAPI(P2L)—GA 4.0° TCH 28′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1600–0030Z‡. Self svc 24 hr fuel avbl with credit card. Deer on and invof rwy. Noise abatement procedures in effect, ctc arpt manager 360–376–5285. Additional transient tiedowns south of segmented circle. PAPI baffled W of centerline, lateral coverage has been narrowed to avoid obstacles, during decent close alignment to rwy centerline is necessary. ACTIVATE VASI Rwy 16, REIL Rwy 16 and Rwy 34 and twy lgts—128.25.
WEATHER DATA SOURCES: AWOS–3 135.425 (360) 376–6045.
COMMUNICATIONS: CTAF 128.25
VICTORIA NORTH APP/DEP CON 132.7
WHIDBEY SOUTH APP/DEP CON 118.2

RNAV (GPS)-A

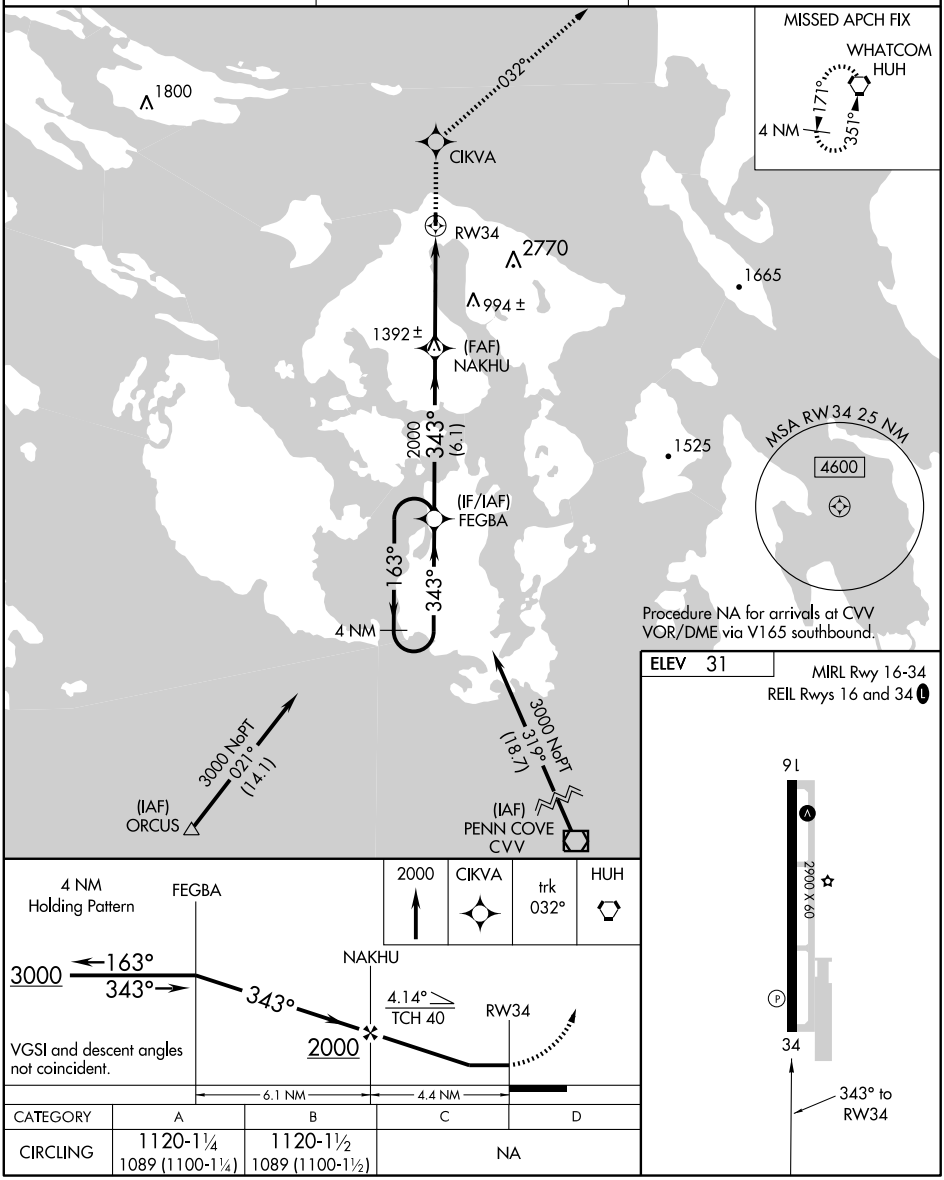
EASTSOUND/ORCAS ISLAND (ORS)

APP CRS	Rwy Idg	N/A
343°	TDZE	N/A
	Apt Elev	31

DME/DME RNP- 0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Friday Harbor altimeter setting and increase MDA 40 feet.

MISSED APPROACH: Climb to 2000 direct CIKVA and via track 032° to HUH VORTAC and hold.

AWOS-3	WHIDBEY APP CON	CTAF
135.425	118.2 285.65	128.25 (L)



CATEGORY	A	B	C	D
CIRCLING	1120-1¼ 1089 (1100-1¼)	1120-1½ 1089 (1100-1½)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ELLENSBURG

BOWERS FLD (ELN) 2 N UTC−8(−7DT) N47°01.98′ W120°31.84′

SEATTLE
H–1B, L–13A
IAP

1764 B S4 **FUEL** 100LL, JET A TPA—2598(834) NOTAM FILE ELN

RWY 07–25: H5590X150 (ASPH) S–28 0.8% up E

RWY 07: Tree. **RWY 25:** P–line.

RWY 11–29: H4301X150 (CONC) S–35, D–57, 2D–100 MIRL 0.4% up NW

RWY 29: REIL. PAPI(P2R)—GA 3.0° TCH 40′.

AIRPORT REMARKS: Attended Mon–Fri 1500–0300Z‡, Sat–Sun 1500–0200Z‡. Rwy 07–25 CLOSED Dec 15–Feb 28, no maintenance avail. Rwy 07–25 has weeds growing through cracks in pavement first 2000′. ACTIVATE MIRL Rwy 11–29—123.0.

WEATHER DATA SOURCES: ASOS 118.375 (509) 925–2040. **HIWAS** 117.9 ELN.

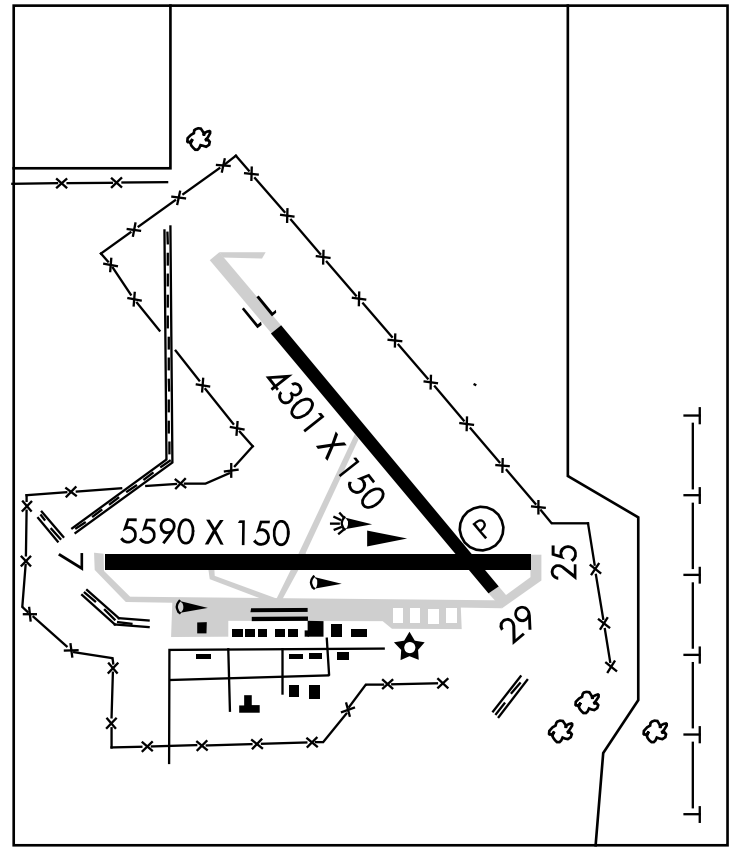
COMMUNICATIONS: CTAF/UNICOM: 123.0

ELLENSBURG RCO 122.2 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ELN.

ELLENSBURG (H) VORTACW 117.9 ELN Chan 126 N47°01.46′ W120°27.50′ 259° 3.0 NM to fld. 1770/21E. **HIWAS.**



ELMA MUNI (4W8) 1 SW UTC−8(−7DT) N46°59.43′ W123°25.78′

SEATTLE

35 B TPA—835(800) NOTAM FILE SEA

RWY 07–25: H2280X30 (ASPH) MIRL (NSTD)

RWY 07: Trees. Rgt tfc. **RWY 25:** Thld dsplcd 180′ Trees.

AIRPORT REMARKS: Unattended. Rwy 07–25 NSTD MIRL. Rwy 25 dsplcd thld unlgtd, 2095′ of Rwy 07–25 avbl for ngt ops. Rwy 07–25 disregard white X's on rwy. Rwy 07–25 very narrow faded centerline stripe, rwy 1D NSTD dimensions. ACTIVATE NSTD MIRL Rwy 07–25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

ELWHA N48°09.01′ W123°40.22′. NOTAM FILE CLM.

SEATTLE
L–1E

NDB (MHW/LOM) 515 CL 083° 7.1 NM to William R. Fairchild Intl. NDB unusable 100°–235° beyond 12 NM.

APP CRS	Rwy Idg	5590
267°	TDZE	1755
	Apt Elev	1764

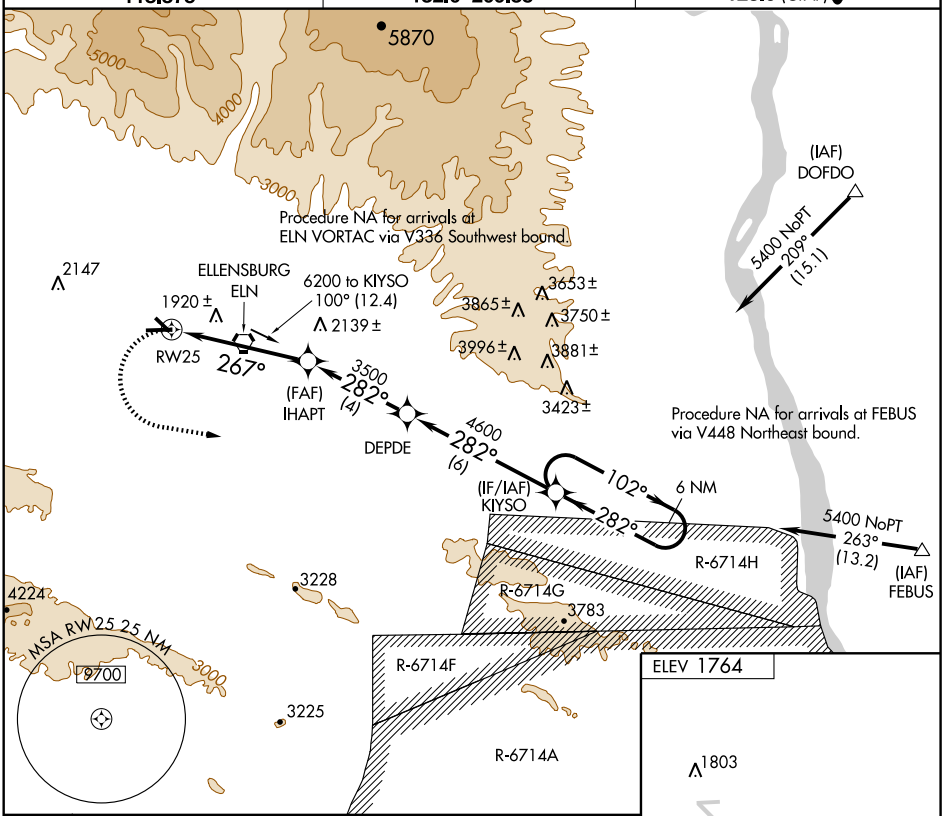
RNAV (GPS) RWY 25

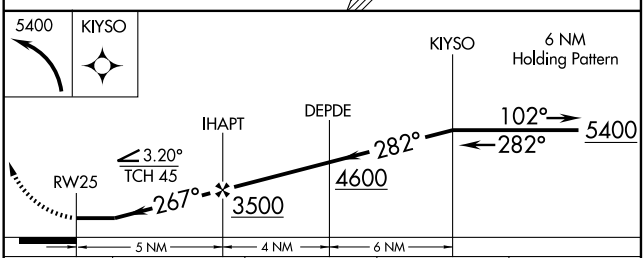
ELLENSBURG/ BOWERS FIELD (ELN)

Straight-in minimums not authorized at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure not authorized when R-6714A, F, G, H are in operation. When local altimeter setting not received, use Wenatchee altimeter setting and increase all MDA 140 feet and increase visibility LNAV Cat. B ¼ mile, Cats. C/D ½ mile, and increase circling visibility Cat. B ¼ mile, Cats. C/D ½ mile.

MISSED APPROACH: Climbing left turn to 5400 direct KIYSO and hold.

ASOS	SEATTLE CENTER	UNICOM
118.375	132.6 269.35	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2360-1 605 (600-1)		2360-1¾ 605 (600-1¾)	2360-2 605 (600-2)
CIRCLING	2360-1 596 (600-1)		2360-1¾ 596 (600-1¾)	2500-2¼ 736 (800-2¼)

REIL Rwy 29
MIRL Rwy 11-29 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4301
297°	TDZE	1759
	Apt Elev	1764

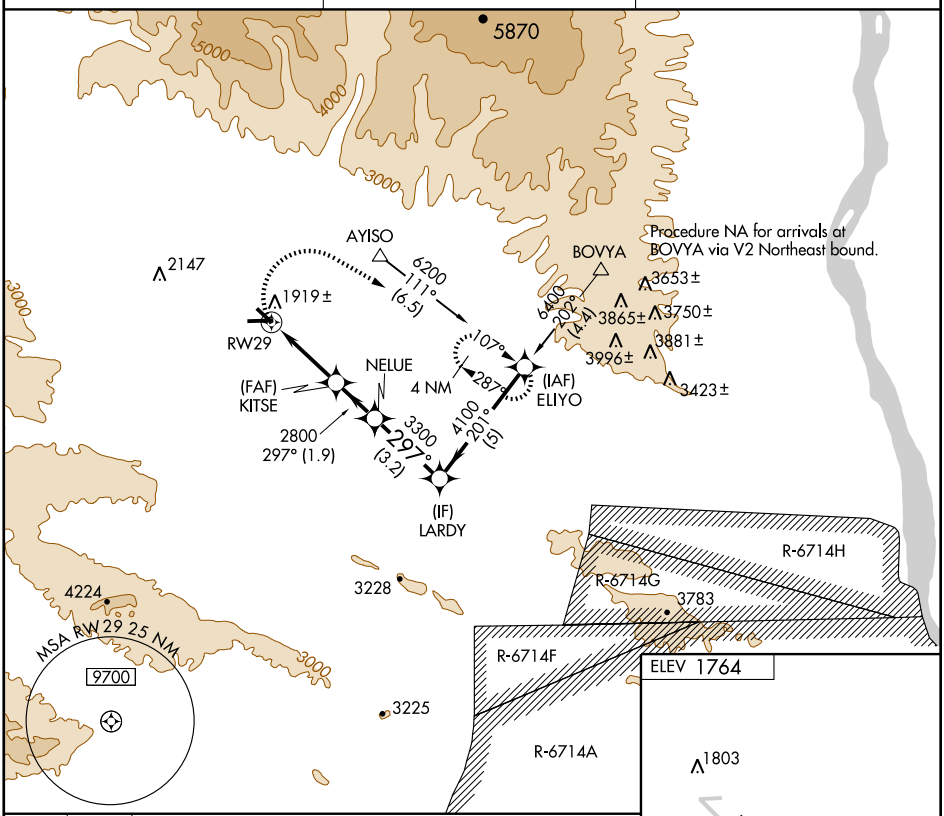
RNAV (GPS) RWY 29

ELLENSBURG/ BOWERS FIELD (ELN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wenatchee altimeter setting and increase all MDA 140 feet and increase visibility LNAV Cat. A and circling Cat. A ¼ mile. VDP NA when using Wenatchee altimeter setting.

MISSED APPROACH: Climbing right turn to 5400 direct ELIYO and hold, continue climb-in hold to 5400.

ASOS	SEATTLE CENTER	UNICOM
118.375	132.6 269.35	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2560-1 801 (800-1)	2560-1¼ 801 (800-1¼)	NA	
CIRCLING	2560-1 796 (800-1)	2560-1¼ 796 (800-1¼)	NA	

REIL Rwy 29
MIRL Rwy 11-29 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC ELN 117.9 Chan 126	APP CRS 260°	Rwy Idg N/A TDZE N/A Apt Elev 1764

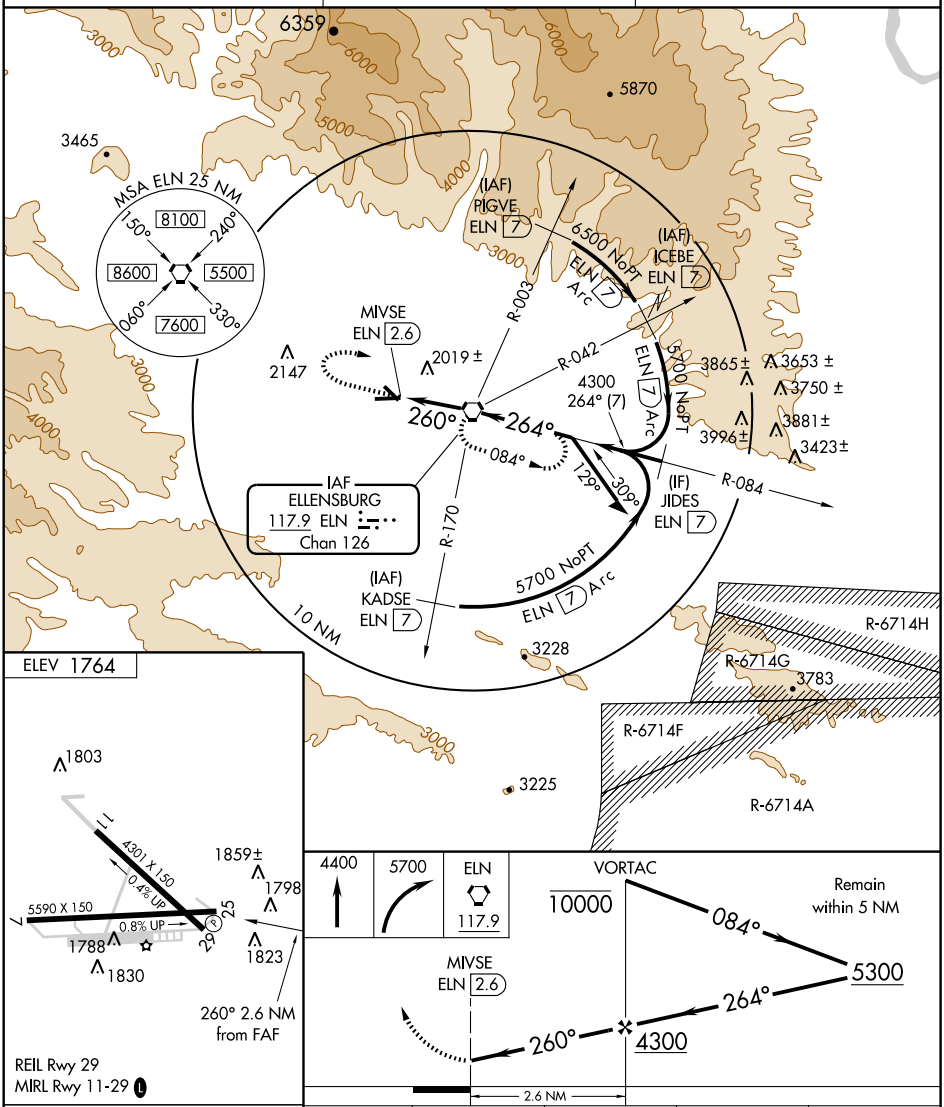
VOR-B

ELLENSBURG/ BOWERS FIELD (ELN)

When local altimeter setting not received, use Wentachee altimeter setting.

MISSED APPROACH: Climb to 4400 then climbing right turn to 5700 direct ELN VORTAC and hold, continue climb-in-hold to 5700. When authorized by ATC, climb-in-hold to MEA for direction of flight.

ASOS	SEATTLE CENTER	UNICOM
118.375	132.6 269.35	123.0 (CTAF) L



FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

CATEGORY	A	B	C	D
CIRCLING	3260-1¼ 1496 (1500-1¼)	NA		

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC ELN	APP CRS	Rwy Idg	N/A
117.9	260°	TDZE	N/A
Chan 126		Apt Elev	1763

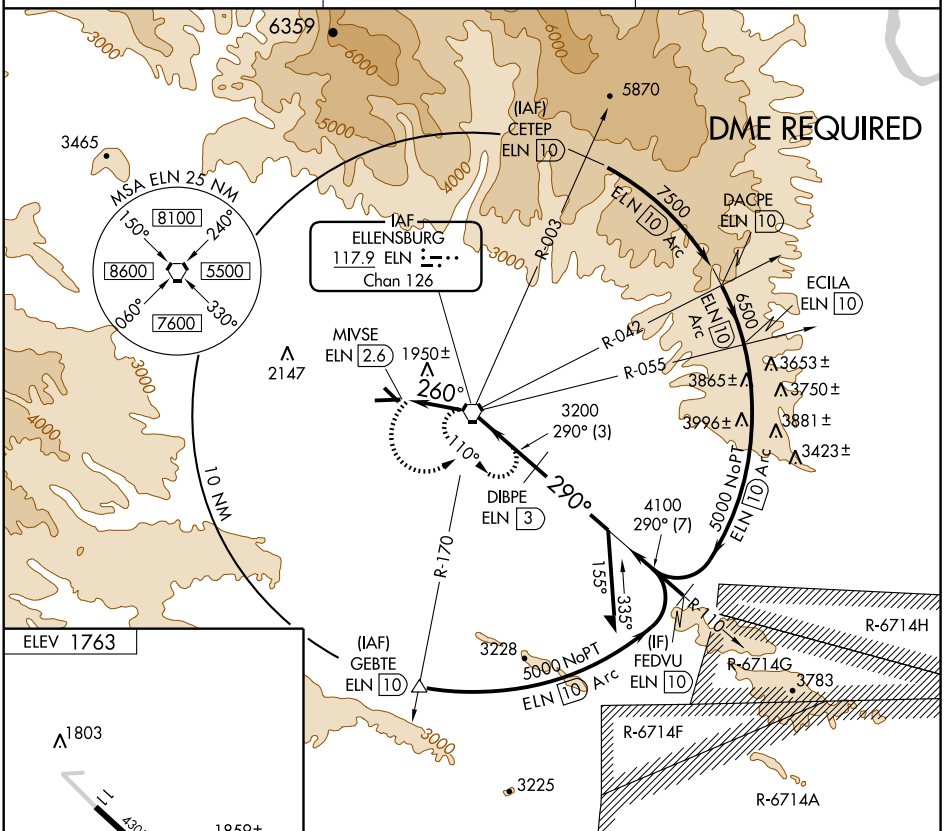
VOR/DME-A

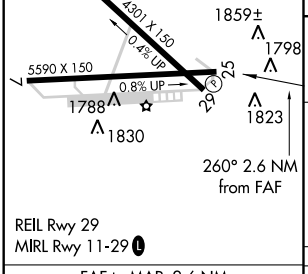
ELLENSBURG/ BOWERS FIELD (ELN)

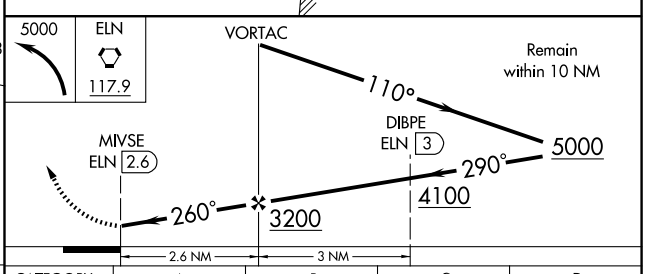
If local altimeter setting not received, use Wenatchee altimeter setting and increase all MDAs 140 feet. Procedure not authorized when R-6714A, F, G, H are in operation.

MISSED APPROACH: Climbing left turn to 5000 direct ELN VORTAC and hold.

ASOS	SEATTLE CENTER	UNICOM
118.375	132.6 269.35	123.0 (CTAF) L





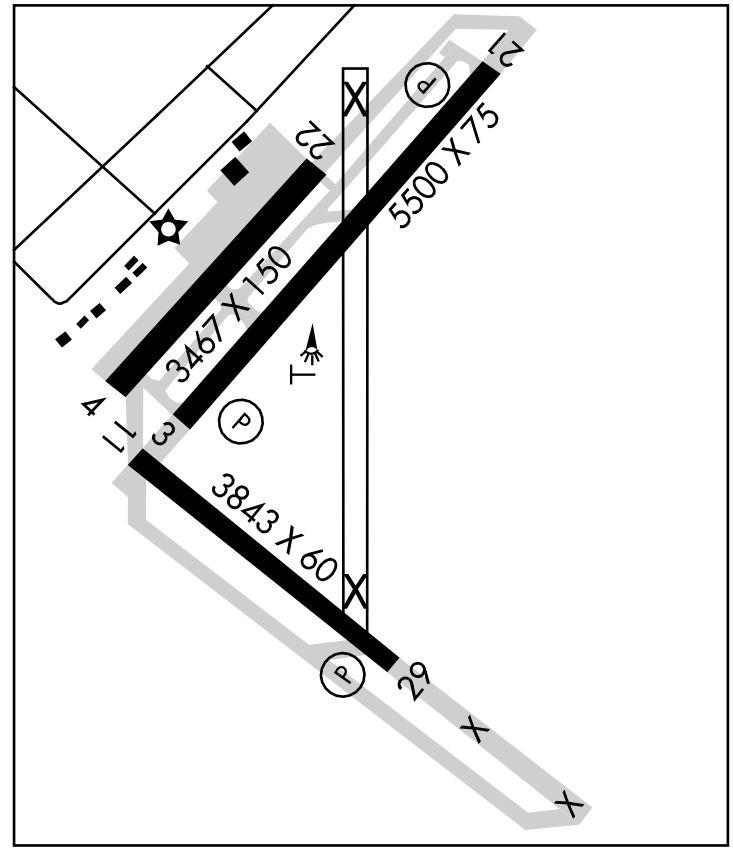


FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

CATEGORY	A	B	C	D
CIRCLING	2280-1 517 (600-1)	2340-1 577 (600-1)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

EPHRATA MUNI (EPH) 2 SE UTC−8(−7DT) N47°18.48′ W119°31.01′ **SEATTLE**
1276 B **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE EPH **H–1B, L–13A**
RWY 03–21: H5500X75 (ASPH) S–60, D–90, 2S–114, 2D–115 MIRL **IAP**
RWY 03: PAPI (P4R)—GA 3.0° TCH 40′. Ground. Rgt tfc. 0.3% up.
RWY 21: PAPI (P4R)—GA 3.0° TCH 40′.
RWY 11–29: H3843X60 (ASPH) S–40, D–53, 2D–105 MIRL
RWY 11: REIL. Ground.
RWY 29: REIL. PAPI(P2L)—GA 3.0°. TCH 40′.
RWY 04–22: H3467X150 (ASPH)
RWY 22: Rgt tfc.



AIRPORT REMARKS: Attended 1530–0000Z‡. Credit card fuel avbl 1400–0600Z‡. Rwy 04–22 for gliders only. Parallel twy to Rwy 11–29 and 3 connector twys non air carrier movement area. Be alert aerobatic acft activity over center of arpt. Ultralight activity invof arpt. TPA for ultralight acft 1526(250). Heavy glider activity from apron area Apr–Oct. Landings on Rwy 11 by all acft are discouraged during glider opns due to tfc conflicts. ACTIVATE MIRL Rwy 03–21 and MIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF. PAPI Rwy 29, Rwy 03 and Rwy 21 opr continuously. UNICOM monitored intermittently.
WEATHER DATA SOURCES: ASOS 135.775 (509) 754–3761.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 (SEATTLE RADIO)
GRANT COUNTY APP/DEP CON 126.4 (1400–0600Z‡)
SEATTLE CENTER APP/DEP CON 126.1 (0600–1400Z‡)
AIRSPACE: CLASS E svc 1400–0600Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.
(H) VORTACW 112.6 EPH Chan 73 N47°22.68′ W119°25.44′ 201° 5.7 NM to fld. 1250/21E.
VOR unusable 310°–350° byd 25 NM blo 6,500′.
DME portion unusable:
280°–295° byd 25 NM blo 7,000′. 310°–350° byd 25 NM blo 6,500′.

WAAS	APP CRS	Rwy Idg	5500
CH 50208	027°	TDZE	1269
W03A		Apt Elev	1276

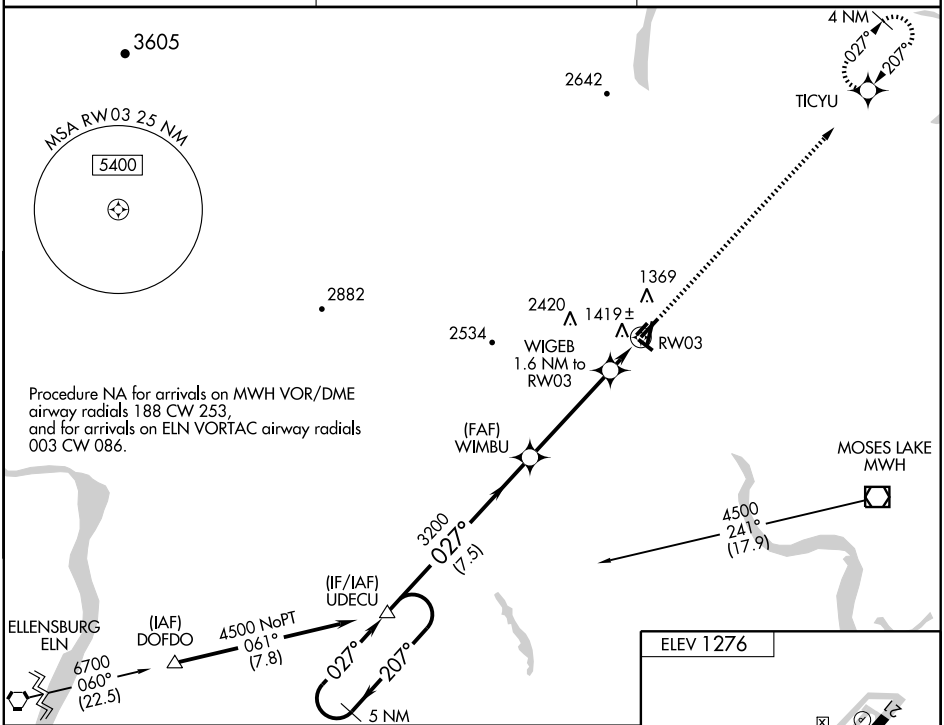
RNAV (GPS) RWY 3

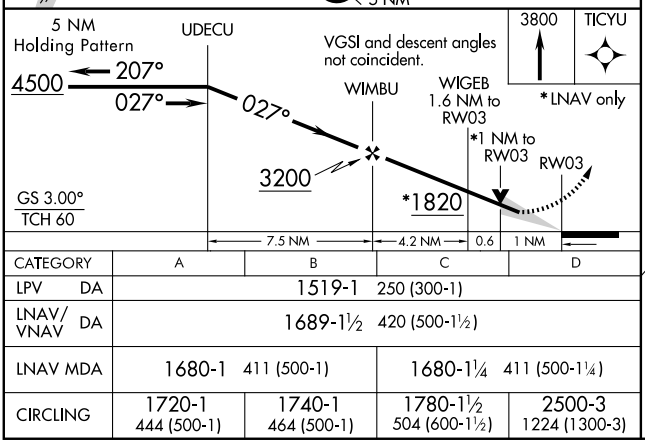
EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet and LNAV Cat D visibility ¼ mile.

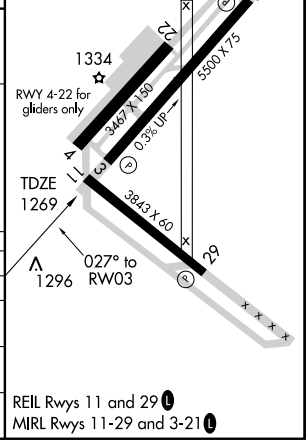
MISSED APPROACH: Climb to 3800 direct TICYU and hold.

ASOS	GRANT COUNTY APP CON *	UNICOM
135.775	126.4 379.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1519-1 250 (300-1)			
LNAV/VNAV DA	1689-1½ 420 (500-1½)			
LNAV MDA	1680-1 411 (500-1)		1680-1¼ 411 (500-1¼)	
CIRCLING	1720-1 444 (500-1)	1740-1 464 (500-1)	1780-1½ 504 (600-1½)	2500-3 1224 (1300-3)



REIL Rwys 11 and 29 L
MIRL Rwys 11-29 and 3-21 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5500
CH 82308	207°	TDZE	1276
W21A		Apt Elev	1276

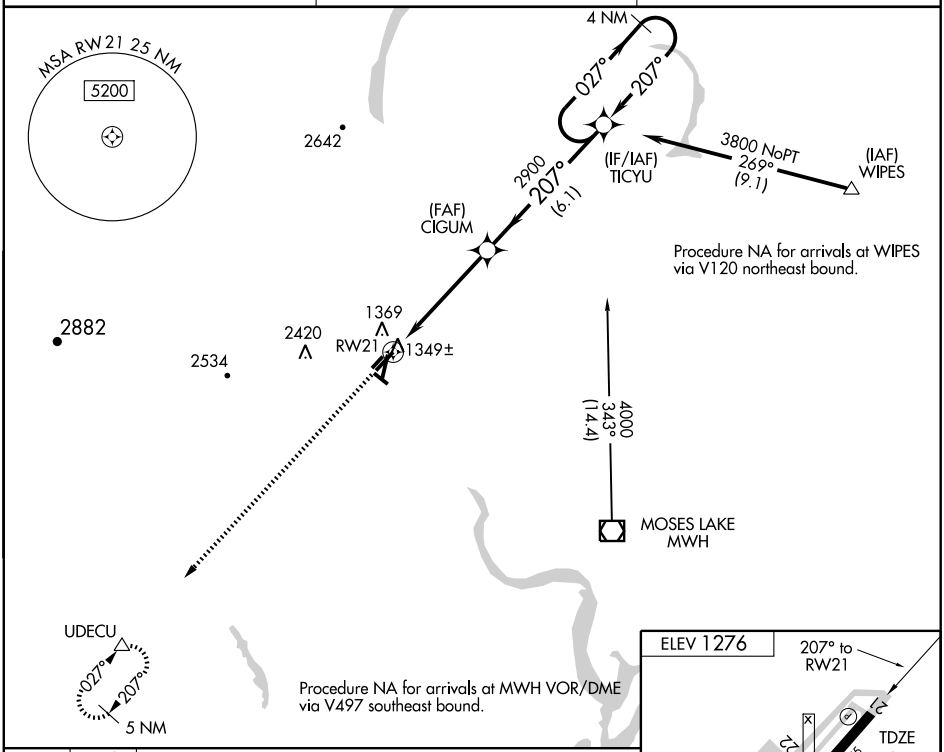
RNAV (GPS) RWY 21

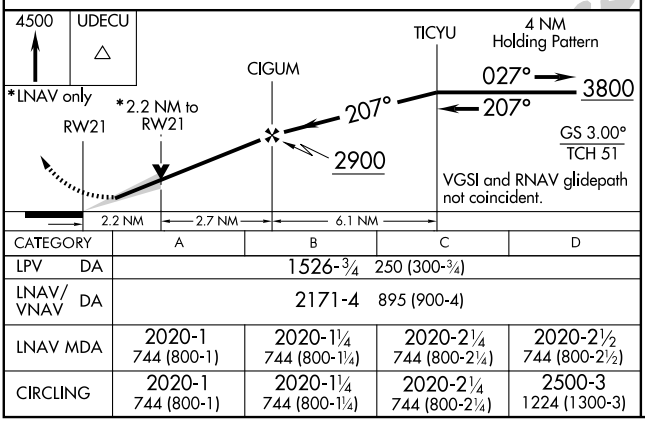
EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; Increase visibility LPV all Cats., LNAV Cats. C and D and Circling Cat. C ¼ mile.

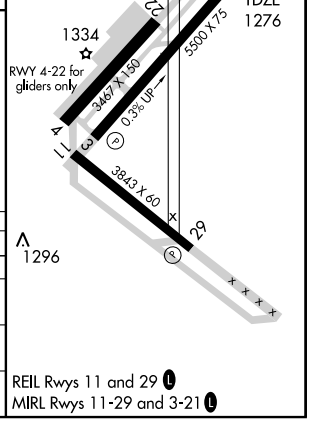
MISSED APPROACH: Climb to 4500 direct UDECU and hold.

ASOS	GRANT COUNTY APP CON ★	UNICOM
135.775	126.4 379.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1526-¾ 250 (300-¾)			
LNAV/VNAV DA	2171-4 895 (900-4)			
LNAV MDA	2020-1 744 (800-1)	2020-1¼ 744 (800-1¼)	2020-2¼ 744 (800-2¼)	2020-2½ 744 (800-2½)
CIRCLING	2020-1 744 (800-1)	2020-1¼ 744 (800-1¼)	2020-2¼ 744 (800-2¼)	2500-3 1224 (1300-3)



REIL Rwys 11 and 29 L
MIRL Rwys 11-29 and 3-21 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC EPH	APP CRS	Rwy Idg	5500
112.6	022°	TDZE	1269
Chan 73		Apt Elev	1276

VOR/DME RWY 3

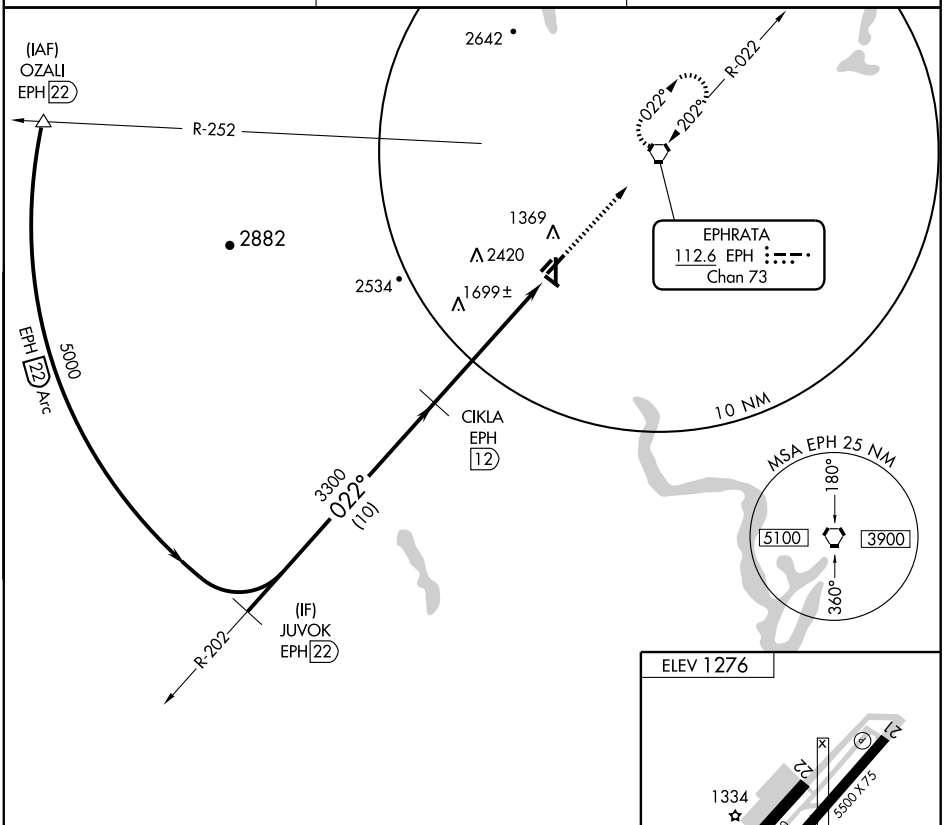
EPHRATA MUNI (EPH)

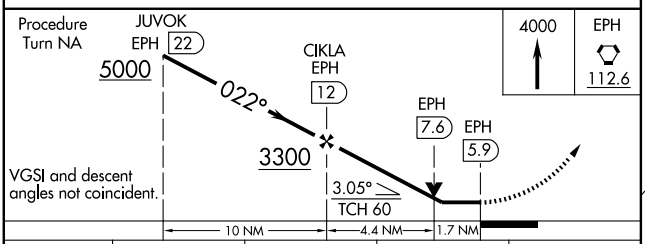
▼ When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all MDA 40 feet.

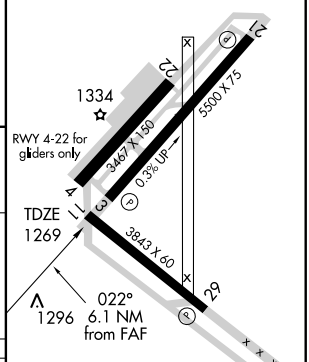
▲ VDP NA when using Moses Lake/Grant County Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct EPH VORTAC and hold, continue climb-in-hold to 4000.

ASOS	GRANT COUNTY APP CON ★	UNICOM
135.775	126.4 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1960-1	691 (700-1)	1960-2 691 (700-2)	1960-2¼ 691 (700-2¼)
CIRCLING	1960-1	684 (700-1)	1960-2 684 (700-2)	2500-3 1224 (1300-3)

REIL Rwys 11 and 29 L

MIRL Rwys 11-29 and 3-21 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

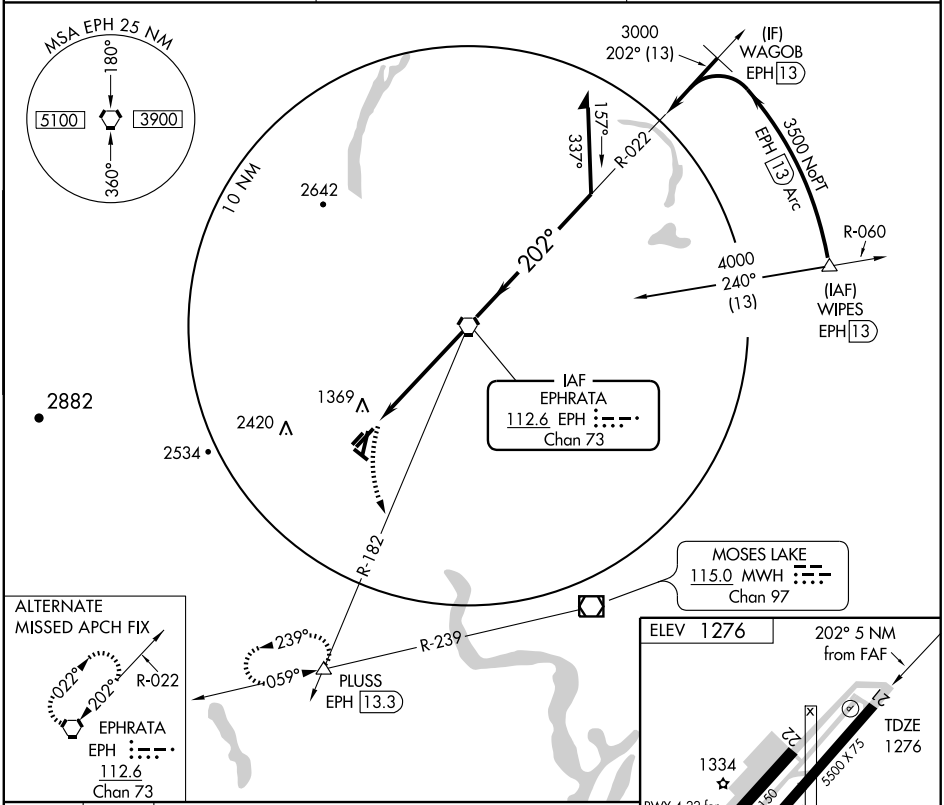
VORTAC EPH 112.6 Chan 73	APP CRS 202°	Rwy Idg 5500 TDZE 1276 Apt Elev 1276

VOR RWY 21
EPHRATA MUNI (EPH)

When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all MDA 40 feet, increase S-21 Cat D visibility 1/4 mile. VDP NA when using Moses Lake/Grant County Intl altimeter setting. Final approach from EPH VORTAC holding pattern not authorized. Procedure turn required.

MISSED APPROACH: Climbing left turn to 4000 via EPH R-182 to PLUSS INT/EPH 13.3 DME and hold. Continue climb-in-hold to 4000.

ASOS	GRANT COUNTY APP CON★	UNICOM
135.775	126.4 379.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-21	1680-1	404 (500-1)	1680-1¼	404 (500-1¼)
CIRCLING	1720-1 444 (500-1)	1740-1 464 (500-1)	1780-1½ 504 (600-1½)	2500-3 1224 (1300-3)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

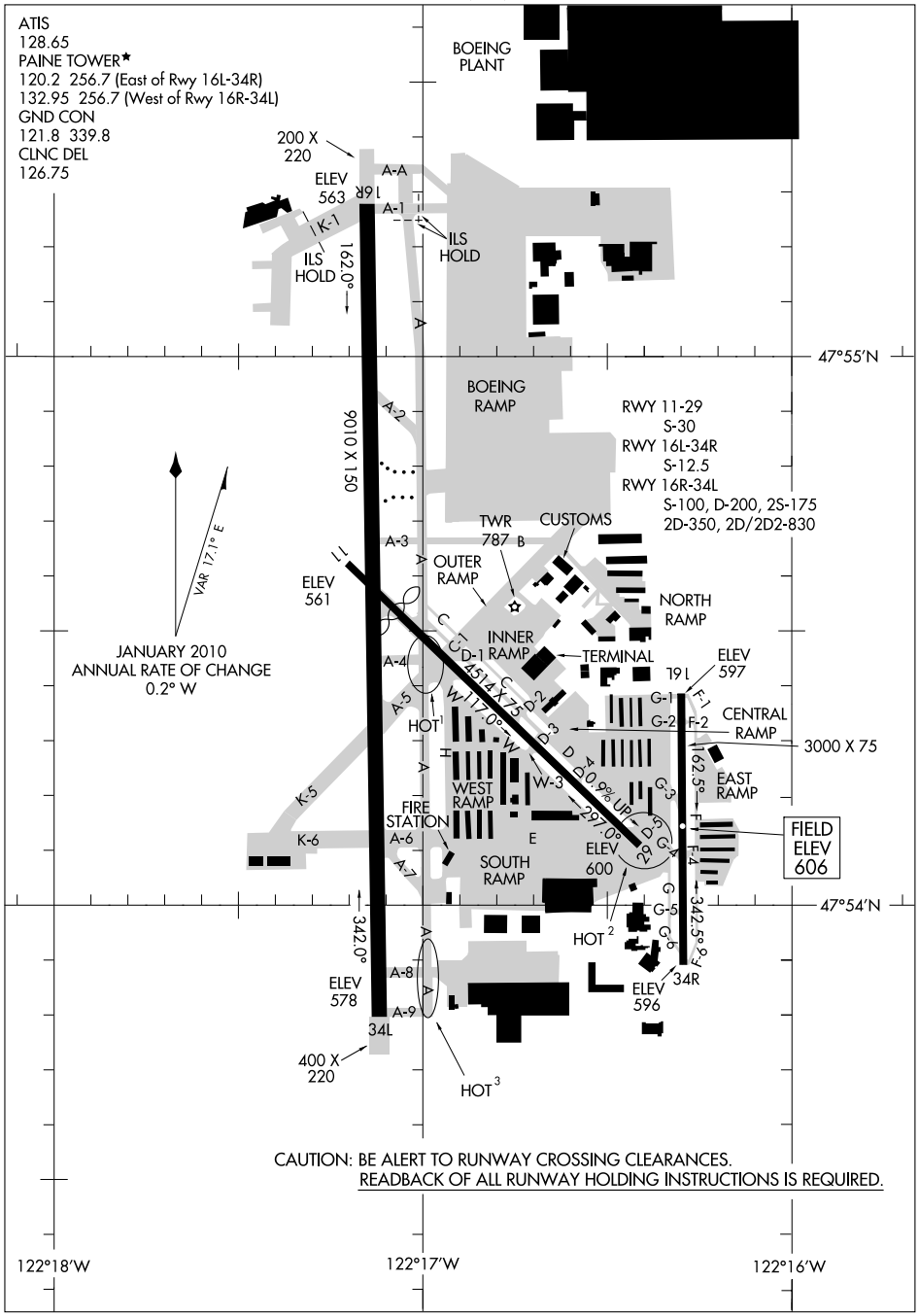
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

EVERETT/ SNOHOMISH COUNTY (PAINE FIELD) (PAE)

AL-142 (FAA)

EVERETT, WASHINGTON



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

EVERETT, WASHINGTON

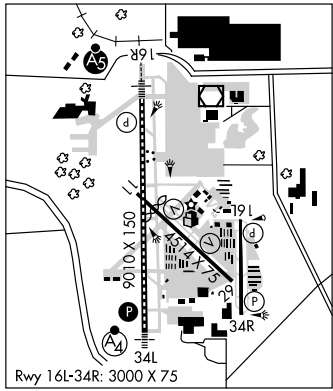
EVERETT/ SNOHOMISH COUNTY (PAINE FIELD) (PAE)

10210

EVERETT

SNOHOMISH CO (PAINE FLD) (PAE) 6 SW UTC−8(−7DT) N47°54.42′ W122°16.89′ **SEATTLE**
606 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA–See Remarks LRA **H–1B, L–1D**
ARFF Index—See Remarks NOTAM FILE PAE **IAP, AD**

RWY 16R–34L: H9010X150 (ASPH–CONC–GRVD) S–100, D–200, 2S–175, 2D–350, 2D/2D2–830 HIRL CL
RWY 16R: MALSR. PAPI(P4R)—GA 2.8°. Rgt tfc.
RWY 34L: MALSF. PAPI(P4L) GA 3.0° TCH 75′. Trees.
RWY 11–29: H4514X75 (ASPH) S–30 MIRL 0.9% up SE
RWY 11: VASI(V2L)—GA 3.25° TCH 60′. Thld dsplcd 799′. Trees.
RWY 29: VASI(V2R)—GA 4.0° TCH 57′. Trees.
RWY 16L–34R: H3000X75 (ASPH) S–12.5 MIRL
RWY 16L: REIL. PAPI(P2L)—GA 3.0°. Pole.
RWY 34R: REIL. PAPI(P2R)—GA 3.0°. Pole. Rgt tfc.



AIRPORT REMARKS: Attended 1500–0500Z‡. For jet and helicopter fuel after hrs call 425–355–6600. Helicopters prohibited at fueling islands. Flocks of large and small birds in vicinity of arpt. Class I, ARFF Index B. Arpt CLOSED to air carrier ops with more than 30 passenger seats 0500–1500Z‡ except PPR ctc arpt ops 425–388–5110/5480. For additional ARFF capability ctc arpt ops 425–388–5110. Rwy 11–29 and Rwy 16L–34R CLOSED between 0500–1500Z‡. First 1000′ of Rwy 16R is concrete. Large acft fly W pattern over water, small acft fly E pattern over arpt. Be alert for converging tfc on base to final legs Rwys 16R–34L 0500–1500Z‡. Training flights discouraged after 0600Z‡. Rwy 16R–34L touch-and-go ldgs prohibited Mon–Fri 1500–1700Z‡. Rwy 16L–34R and Rwy 11–29 limited to helicopters 8,000 lbs or less. Twy A–2 restricted to 30,000 lbs. Avoid overflight of Boeing ramp NE corner of arpt due to JET blast. Rwy 34L departures discouraged in calm wind conditions. Avoid intersection departures from Rwy 16L–34R and Rwy 29. Avoid intersection departures from Rwy 11 except from Twy Delta 1 intersection. Twy Echo lgts OTS indef. Areas not visible from twr include E edge of S 1200′ of Twy A, Twy E from SE corner of west hangars to Twy A, mid section of outer terminal ramp, Twy H from NW edge of west hangars to Twy E, NE edge of inner terminal ramp. Noise sensitive arpt, for noise abatement procedures and tfc procedures call arpt ops 425–388–5125. It is requested that pilots adhere to the following noise abatement procedures unless otherwise instructed by twr, itinerant arrival and low apch of small acft over 250 horsepower authorized on Rwy 29, Rwy 16L and Rwy 34R. Itinerant departure of small acft over 250 horsepower on Rwy 11 and Rwy 34R. If access to Boeing ramp required ctc Boeing Flight Dispatch 206–655–3421 for approval during normal duty hours. TPA–1606 (1000) for light acft, 2006 (1400) for heavy acft. When twr clsd ACTIVATE HIRL Rwy 16R–34L, MALSR Rwy 16R and PAPI Rwy 34L—CTAF. Landing fee for acft over 30,000 lbs GWT.

WEATHER DATA SOURCES: ASOS (425) 355–6192. LAWRS.

COMMUNICATIONS: CTAF 132.95 **ATIS** 128.65 (425)355–9797. **UNICOM:** 122.95
PAINE RCO 122.55 (SEATTLE RADIO)
Ⓡ **SEATTLE CENTER APP/DEP CON** 128.5
PAINE TOWER 132.95 (acft arrival W of centerline or departure Rwy 16R–34L) 120.2 (acft arrival E of centerline or departure Rwy 16L–34R) (1500–0500Z‡) **GND CON** 121.8 **CLNC DEL** 126.75

AIRSPACE: CLASS D svc 1500–0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PAE.
PAINE (L) VORW/DME 110.6 PAE Chan 43 N47°55.19′ W122°16.67′ at fld. 670/20E.
RITTS NDB (LOM) 396 PA N48°03.17′ W122°17.33′ 158° 8.8 NM to fld.
ILS 109.3 I–PAE Rwy 16R Class IE. LOM RITTS NDB. LOC/GS unmonitored (0500–1500Z‡)

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

LOC I-PAE	APP CRS	Rwy Idg	9010
109.3	159°	TDZE	570
		Apt Elev	606

ILS or LOC/DME RWY 16R

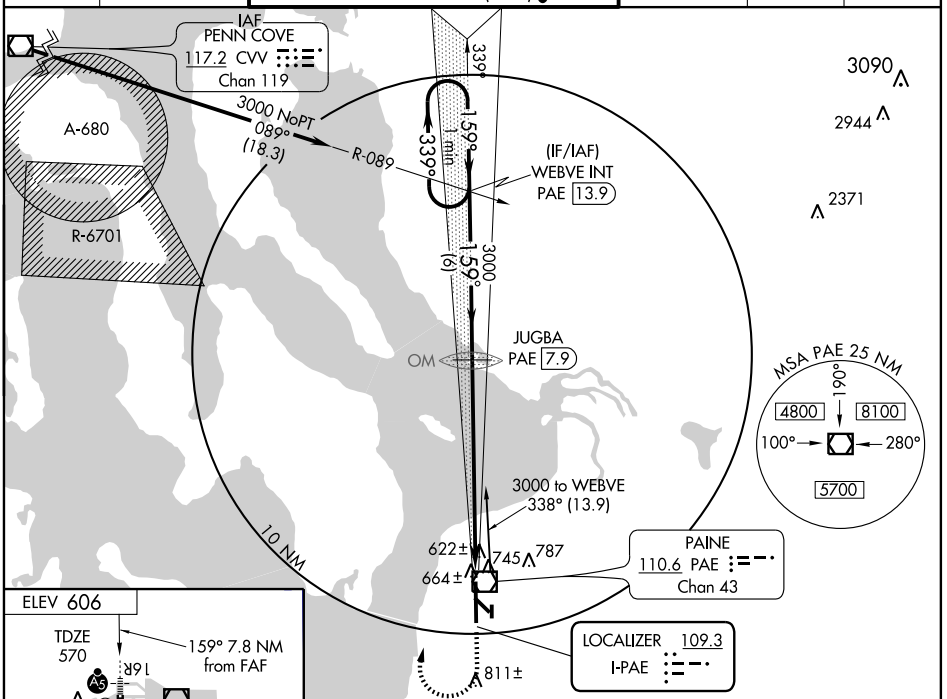
EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (PAE)

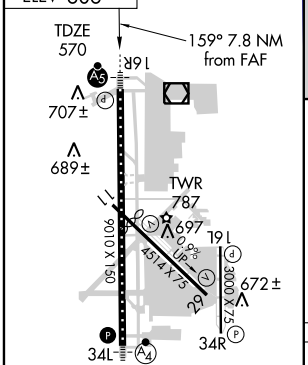
DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting: increase DA to 858 feet; increase all MDA 100 feet, increase S-LOC 16R Cat C visibility to RVR 5000, Cat D to RVR 6000. For inoperative MALSR when using Seattle-Tacoma Intl altimeter setting, increase S-ILS 16R all Cats visibilities to RVR 5000.

MALSR

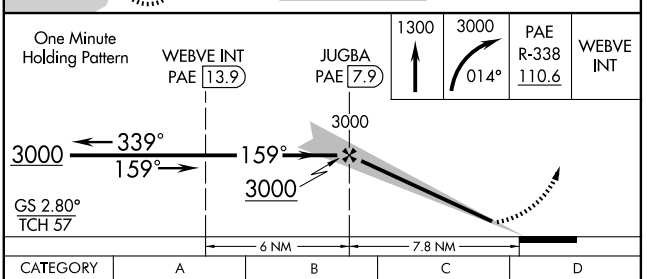
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via heading 014° and PAE VOR/DME R-338 to WEBVE INT/ PAE 13.9 DME and hold.

ATIS	SEATTLE CENTER	PAINE TOWER★ (E of Rwy 16L-34R)	PAINE TOWER★ (W of Rwy 16R-34L)	GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9	120.2 256.7	132.95 (CTAF) L 256.7	121.8 339.8	126.75	122.95





FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36



CATEGORY	A	B	C	D
S-ILS 16R	786/24 216 (200-½)			
S-LOC 16R	1020/24 450 (500-½)		1020/40 450 (500-¾)	1020/50 450 (500-1)
CIRCLING	1100-1 494 (500-1)		1100-1½ 494 (500-1½)	1160-2 554 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

PAINE TWO DEPARTURE

ATIS 128.65
CLNC DEL
126.75
GND CON
121.8 339.8
PAINE TOWER ★
120.2 256.7 (E of Rwy 16L-34R)
132.95 (CTAF) 256.7 (W of Rwy 16R-34L)
SEATTLE CENTER
128.5 306.9

WHATCOM
113.0 HUH
Chan 77
N48°56.72′-W122°34.76′
L-1, H-1

TAKE-OFF MINIMUMS

Rwys 16R, 34L, 34R: Standard.
Rwys 11, 16L, 29: 300-1.

WHIDBEY ISLAND
113.8 NUW
Chan 85
N48°21.30′-W122°39.71′
L-1, H-1

PAINE
110.6 PAE
Chan 43
N47°55.19′-W122°16.67′
L-1, H-1

SEATTLE
116.8 SEA
Chan 115
N47°26.12′-W122°18.58′
L-1, H-1

WENATCHEE
111.0 EAT
Chan 47
N47°23.98′-W120°12.65′
L-13

McCHORD
109.6 TCM
Chan 33
N47°08.86′-W122°28.50′
L-1, H-1

ELLENSBURG
117.9 ELN
Chan 126
N47°01.46′-W120°27.51′
L-13, H-1

HOQUIAM
117.7 HQM
Chan 124
N46°56.82′-W124°08.96′
L-1, H-1

OLYMPIA
113.4 OLM
Chan 81
N46°58.30′-W122°54.11′
L-1, H-1

YAKIMA
116.0 YKM
Chan 107
N46°34.22′-W120°26.68′
L-13, H-1

TAKE-OFF OBSTACLE NOTES

Rwy 11: 72′ AGL tree 1160′ from DER, 600′ left of centerline.
Rwy 16L: 68′ and 101′ AGL trees 1040′ to 1820′ from DER, 480′ to 560′ left of centerline.
Rwy 29: 56′, 69′, 101′, 128′ AGL trees 340′ to 2140′ from DER.

NOTE: Center may assign initial heading to be flown and vector departures in all quadrants within 10 miles of the Paine Airport provided no altitude restrictions are imposed prior to reaching MVA.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly Runway heading or as assigned; expect vectors to join assigned route.

Maintain assigned altitude; expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with SEATTLE CENTER upon reaching 2000′, continue climb to assigned altitude and proceed direct to PAE VOR/DME. Thence via assigned route.

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9010
CH 60911	159°	TDZE	570
W16A		Apt Elev	606

RNAV (GPS) RWY 16R

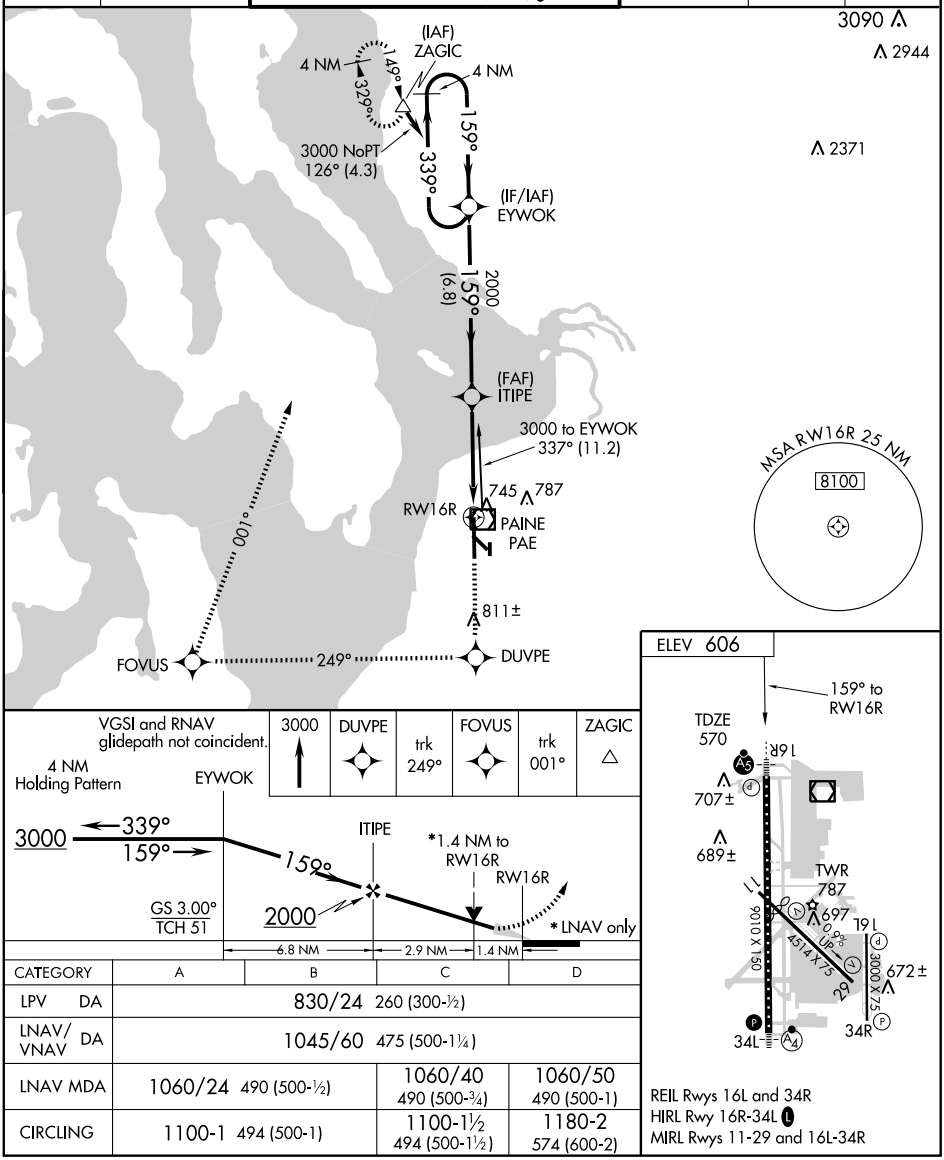
EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (PAE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 direct DUVPE and via track 249° to FOVUS and via track 001° to ZAGIC and hold.

ATIS	SEATTLE CENTER	PAINE TOWER★ (E of Rwy 16L-34R)	PAINE TOWER★ (W of Rwy 16R-34L)	GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9	120.2 256.7	132.95 (CTAF) L 256.7	121.8 339.8	126.75	122.95



VGSI and RNAV glidepath not coincident.

3000	DUVPE	trk 249°	FOVUS	trk 001°	ZAGIC

CATEGORY	A	B	C	D
LPV DA	830/24 260 (300-½)			
LNAV/VNAV DA	1045/60 475 (500-1¼)			
LNAV MDA	1060/24 490 (500-½)		1060/40 490 (500-¾)	1060/50 490 (500-1)
CIRCLING	1100-1 494 (500-1)		1100-1½ 494 (500-1½)	1180-2 574 (600-2)

REIL Rwys 16L and 34R
HIRL Rwy 16R-34L L
MIRL Rwys 11-29 and 16L-34R

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9010
CH 65611	339°	TDZE	579
W34A		Apt Elev	606

RNAV (GPS) RWY 34L

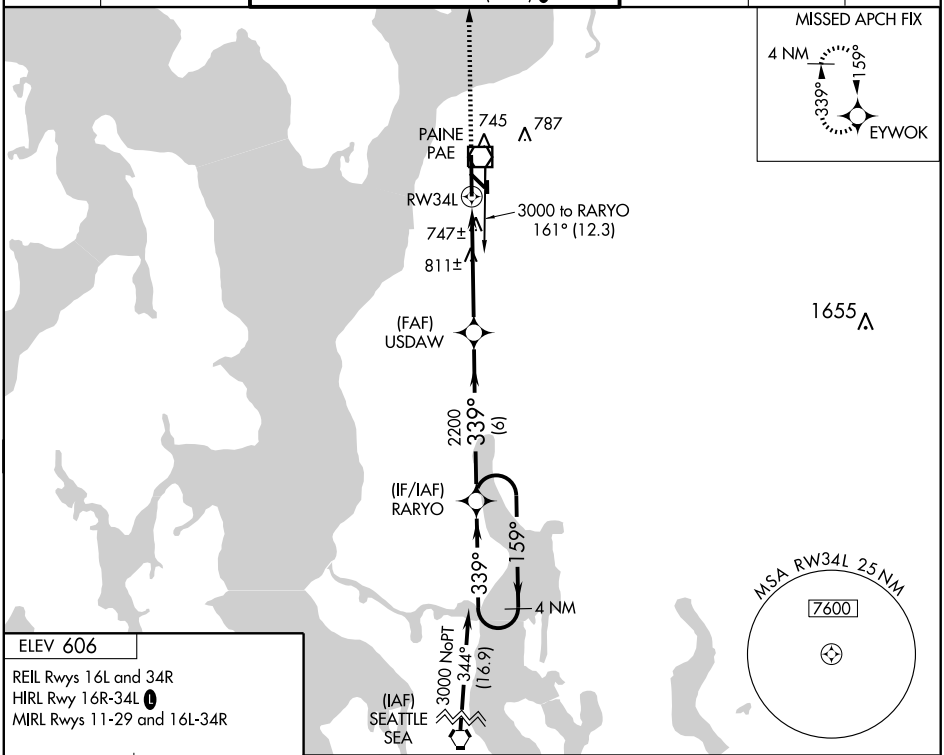
EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (PAE)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C.

MALSF

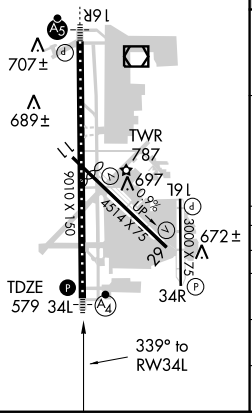
MISSED APPROACH: Climb to 3000 direct EYWOK and hold.

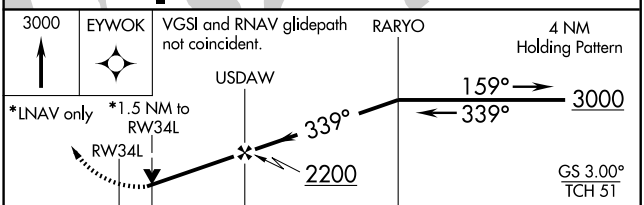
ATIS	SEATTLE CENTER	PAINE TOWER★ (E of Rwy 16L-34R)	PAINE TOWER★ (W of Rwy 16R-34L)	GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9	120.2 256.7	132.95 (CTAF) L 256.7	121.8 339.8	126.75	122.95



ELEV 606

REIL Rwys 16L and 34R
HIRL Rwy 16R-34L L
MIRL Rwys 11-29 and 16L-34R





CATEGORY	A	B	C	D
LPV DA	920-1¼ 341 (400-1¼)			
LNAV/VNAV DA	1040-1½ 461 (500-1½)			
LNAV MDA	1140-¾ 561 (600-¾)		1140-1½ 561 (600-1½)	1140-1¾ 561 (600-1¾)
CIRCLING	1140-1½ 534 (600-1½)			1180-2 574 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME PAE	APP CRS	Rwy Idg	9010
110.6	140°	TDZE	570
Chan 43		Apt Elev	606

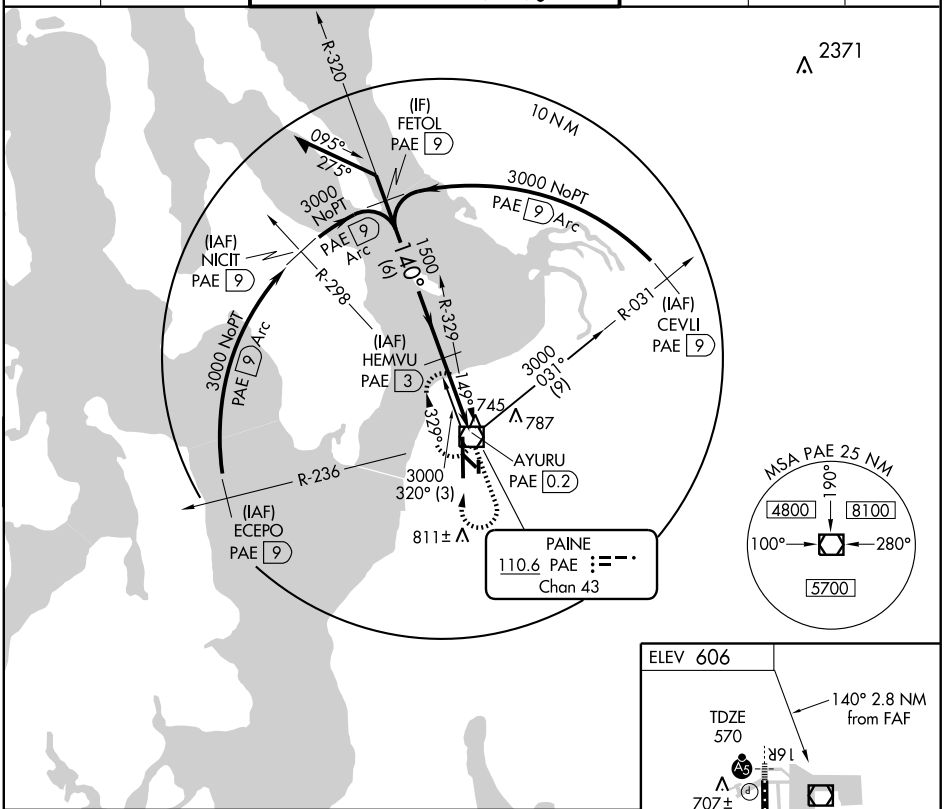
VOR/DME RWY 16R

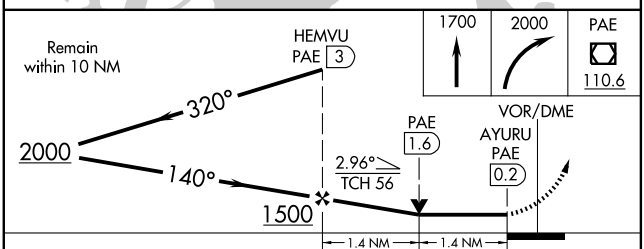
EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (PAE)

MALSR

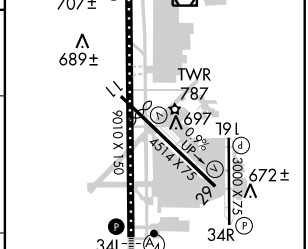
MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct PAE VOR/DME and hold.

ATIS	SEATTLE CENTER	PAINE TOWER★ (E of Rwy 16L-34R)	PAINE TOWER★ (W of Rwy 16R-34L)	GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9	120.2 256.7	132.95 (CTAF) L 256.7	121.8 339.8	126.75	122.95





CATEGORY	A	B	C	D
S-16R	1060/24 490 (500-½)		1060/40 490 (500-¾)	1060/50 490 (500-1)
CIRCLING	1100-1 494 (500-1)		1100-1½ 494 (500-1½)	1180-2 574 (600-2)



HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwys 11-29 and 16L-34R

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME PAE 110.6 Chan 43	APP CRS 140°	Rwy Idg 9010 TDZE 570 Apt Elev 606

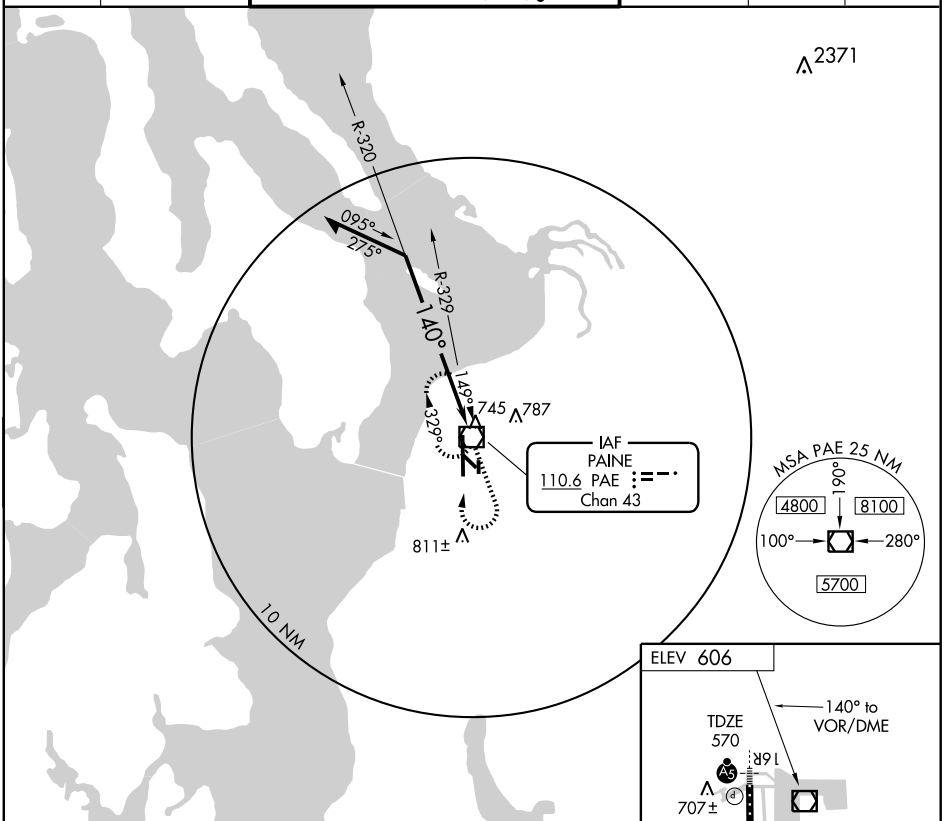
VOR RWY 16R

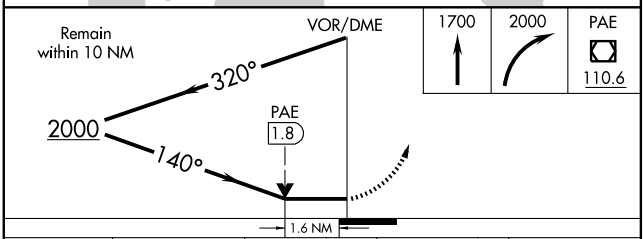
EVERETT/SNOHOMISH COUNTY (PAINE FIELD) (PAE)

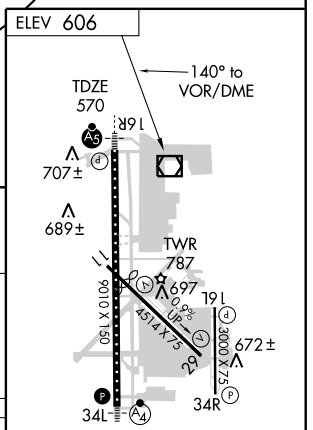
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct PAE VOR/DME and hold.

ATIS	SEATTLE CENTER	PAINE TOWER★ (E of Rwy 16L-34R)	PAINE TOWER★ (W of Rwy 16R-34L)	GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9	120.2 256.7	132.95 (CTAF) L 256.7	121.8 339.8	126.75	122.95



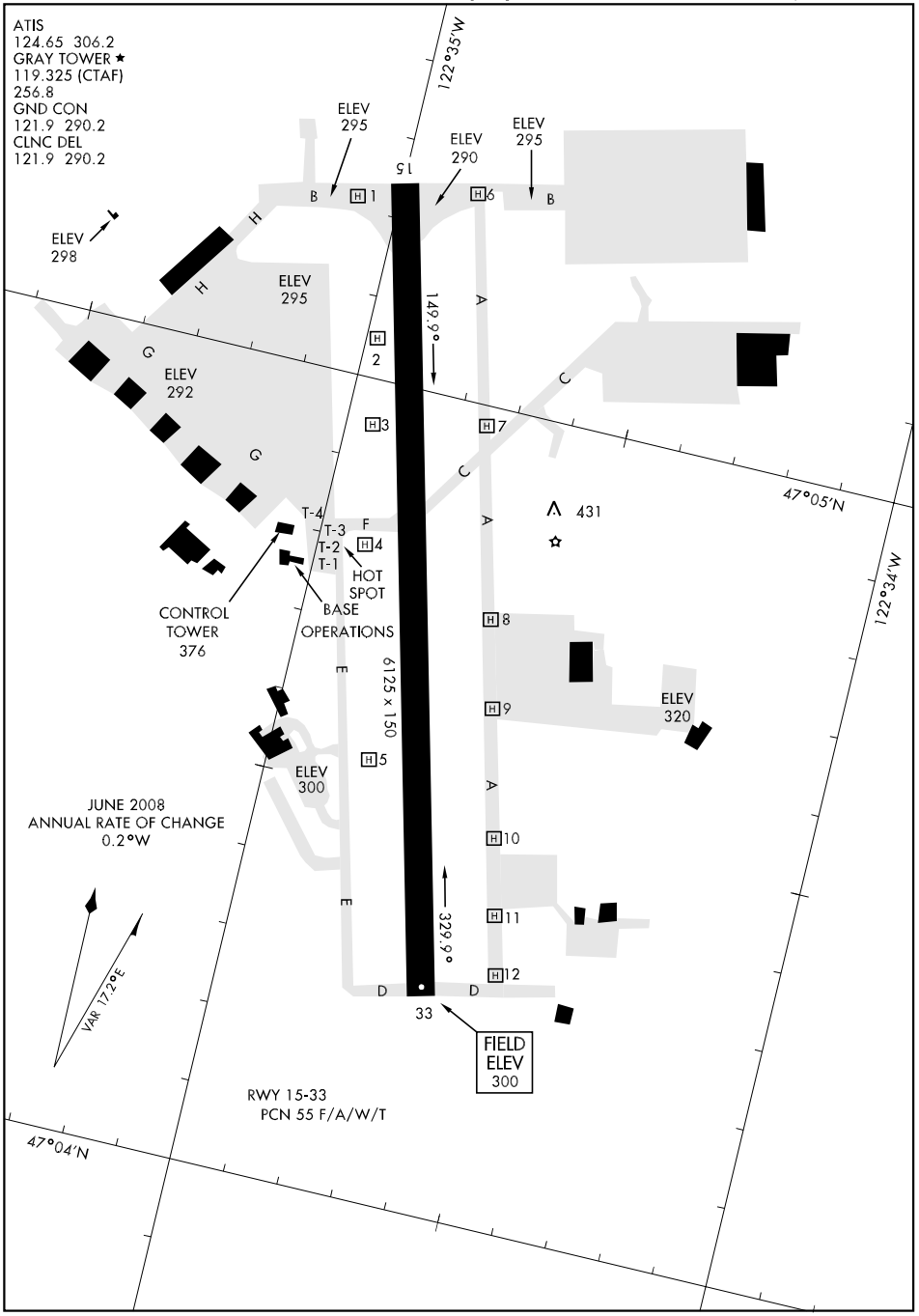




CATEGORY	A	B	C	D
S-16R	1100/24 530 (500-½)		1100/50 530 (500-1)	1100/60 530 (500-1¼)
CIRCLING	1100-1 494 (500-1)		1100-1½ 494 (500-1½)	1180-2 574 (600-2)

HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwys 11-29 and 16L-34R

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010



NW-1, 26 AUG 2010 to 23 SEP 2010

GRAY AAF (JOINT BASE LEWIS-MCCHORD) (GRF)(KGRF) A (AR ARNG) 1 E UTC−8(−7DT) SEATTLE
N47°04.75′ W122°34.85′ H–1B, L–1D
300 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE SEA Not insp. DIAP, AD
RWY 15–33: H6125X150 (ASPH) PCN 55 F/A/W/T HIRL
RWY 15: SSALR. PAPI. **RWY 33:** SSALR.
MILITARY SERVICE: FUEL J8—Ltd supply.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** 48 hr PPR transient acft, DSN 357–6628/5998, C253–967–6628/5998. **CAUTION** High volume of personnel/vehicles with negative radio communication on ground control crossing Twy G and Twy H. Numerous small arms 0.8 NM E of afld. **TFC PAT** TPA—E/W tfc, multi–engine fixed wing 1500(1200), single engine fixed wing 1300(1000), rotary wing 1000(700). Unmanned aerial vehicles 1000(700), west tfc only. **MISC** Special VFR Day fixed wing 700–1, rotary wing 300–½. Night fixed wing not authorized, rotary wing 500–1. Acft conducting tactical opr on Fort Lewis military reservation ctc OPS prior to opr. Ctc Gray tfc on CTAF when twr closed. No hangar for transient acft. Runway condition reading will be reported Mon–Fri, 1500–2300Z‡ via NOTAM and ATIS during inclement winter weather. WX observation visibility is limited to 2 SM in some directions. Wx observation automated by AN/FMQ–19, WX observation augmented/backup as required. Twy E unusable to C–17 and larger acft. East ramp parking limited to C–12/UC–35/C–21 and smaller acft. **AR** Ctc OPS DSN 357–3036, C253–967–3036. **ARNG** Opr Tue–Fri 1430–0100Z‡ except holidays. Transient alert not avbl. Ltd parking. PPR for acft rqr fuel and parking, DSN 323–3805, C253–912–3805.
COMMUNICATIONS: CTAF 119.325 **ATIS** 124.65 306.2 **BULLSEYE RADIO** 34.6 Opr continuously, exc holidays
Ⓡ **SEATTLE APP/DEP** 120.1 290.9
TOWER 119.325 256.8 276.4 (continuous, except holidays) **GND CON** 121.9 290.2 **CLNC DEL** 121.9 290.2
PMSV METRO 134.1 38.45 Full svc continuous, except holidays. Full svc may vary with local flight schedule. WX briefings for transient air crews avbl from 25 Operational Weather Squadron, Davis-Monthan AFB, DSN 228–6598) **OPS** 32.30 138.6 **AR OPS** 36.10 **ARNG OPS** 32.6
AIRSPACE: CLASS D svc continuous, except holidays, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA
LACOMAS NDB (MHW) 328 LAC N47°00.48′ W122°33.39′ 329° 4.4 NM to fld. Unmonitored holidays.
GRAYE NDB (MHW) 216 GRF N47°08.99′ W122°36.27′ 147° 4.4 NM to fld. Unmonitored holidays.
ILS/DME 108.3 I–GRF Chan 20 Rwy 15. LOM GRAYE NDB Unmonitored holidays.
PAR Opr Mon–Fri 1600–0759Z‡ except federal holidays.
COMM/NAV/WEATHER REMARKS: All rotary wing acft ctc Bullseye Radio prior to entry R6703A–D.

GRAYE N47°08.99′ W122°36.27′. NOTAM FILE SEA. SEATTLE
NDB (MHW) 216 GRF 349° 7.2 NM to Tacoma Narrows. Unmonitored holidays. L–1D

GREENWATER

RANGER CREEK (21W) 10 SE UTC−8(−7DT) N47°00.77′ W121°32.02′ SEATTLE
2650 NOTAM FILE SEA
RWY 15–33: H2875X30 (ASPH)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED Oct 1 to Jun 1. Pedestrians, vehicles and animals on and invof rwy. Rwy 15–33 pavement has cracks and loose rocks on rwy. USFS campgrounds east and north of rwy.
COMMUNICATIONS: CTAF 122.9

GROVE FLD (See CAMAS)

HARVEY FLD (See SNOHOMISH)

HOQUIAM N46°56.82′ W124°08.96′ NOTAM FILE HQM. SEATTLE
(H) VORTACW 117.7 HQM Chan 124 062° 8.9 NM to Bowerman. 10/19E. **HIWAS.** H–1A, L–1D
RCO 122.2 (SEATTLE RADIO)

COPTER NDB RWY 15

NDB GRF 216	APCH CRS 147°	Rwy ldg 6125 TDZE 299 Arpt Elev 300

AL-413 [USA]

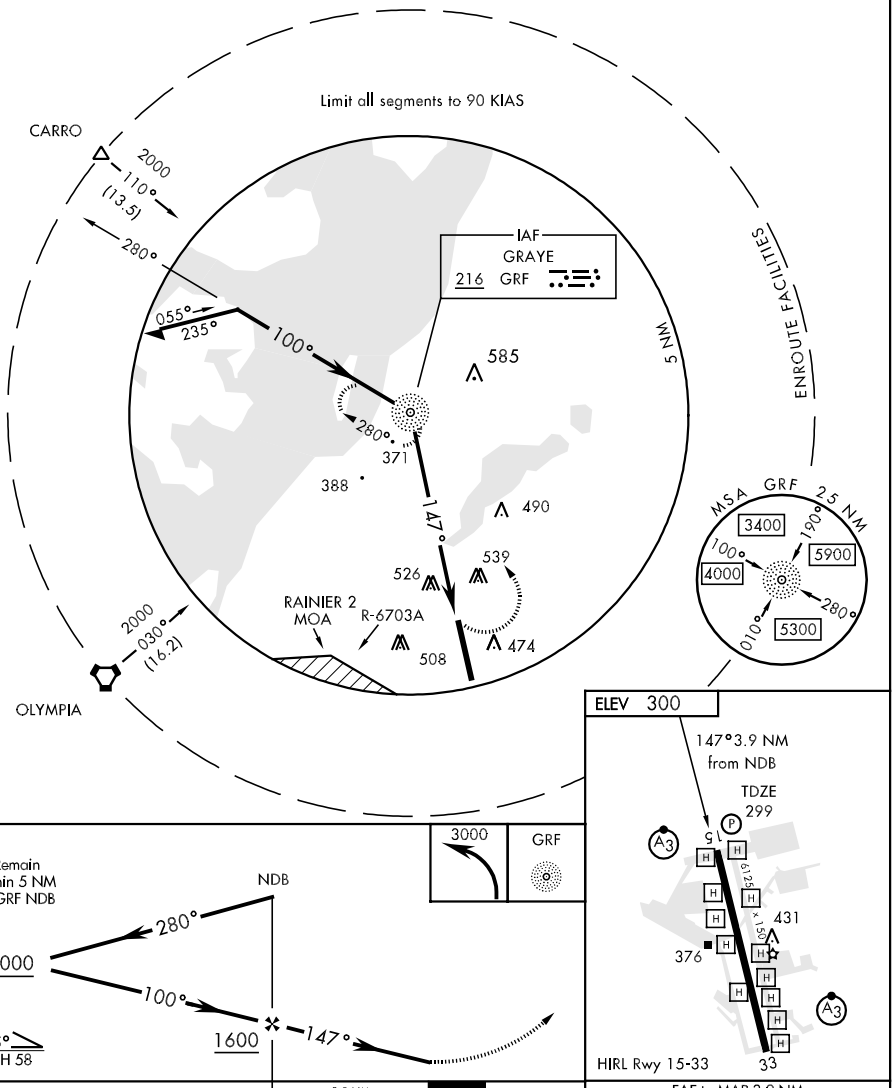
GRAY AAF (KGRF)

* When ALS inop increase RVR to 24 and vis to ½ mile.

SSALR

MISSED APPROACH: Climbing left turn to 3000 direct GRF NDB and hold.

ATIS	SEATTLE APP CON	GRAY TOWER ★	GND CON	CLNC DEL	PAR
124.65 306.2	120.1 290.9	119.325 (CTAF) 256.8	121.9 290.2	121.9 290.2	



CATEGORY	COPTER	Knots	45	60	75	90	105
H-15 *	840/12 541 (600-¼)	Min:Sec	5:12	3:54	3:08	2:36	2:14

NW-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 15

LOC I-GRF	APCH CRS	Rwy Idg	TDZE	Arpt Elev
108.3 Chan 20	147°	6125	299	300

AL-413 [USA]

GRAY AAF (KGRF)

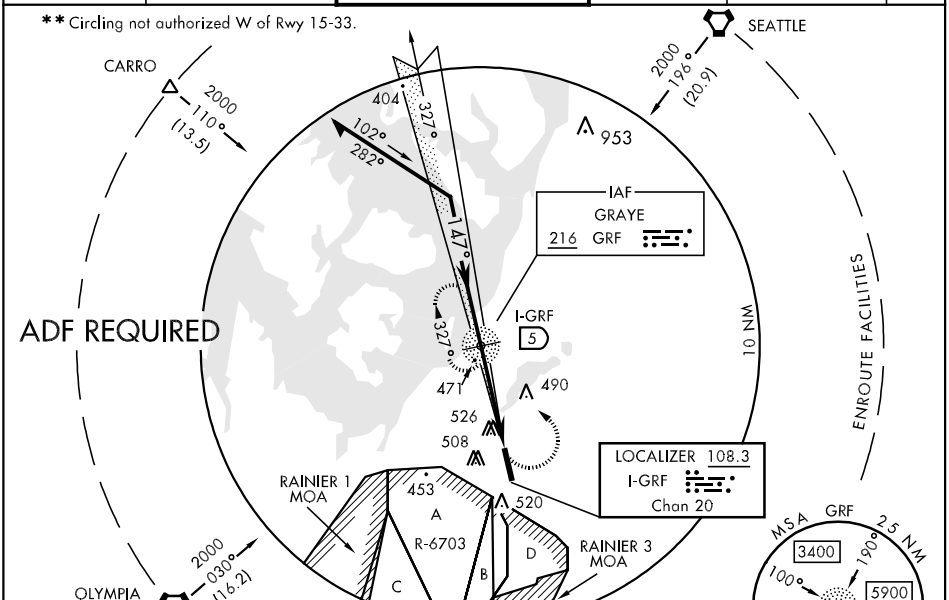
* When ALS inop, increase CAT CD RVR to 50 and vis to 1 mile.

SSALR

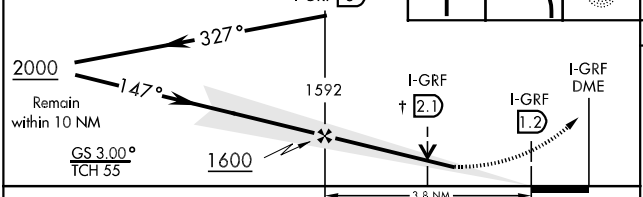
MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct GRF NDB and hold, continue climb-in-hold to 3000.

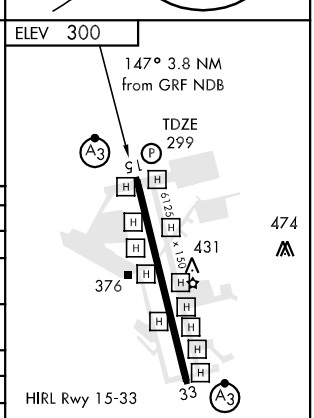
ATIS	SEATTLE APP CON	GRAY TOWER ★	GND CON	CLNC DEL	PAR
124.65 306.2	120.1 290.9	119.325 (CTAF) 256.8	121.9 290.2	121.9 290.2	

** Circling not authorized W of Rwy 15-33.



† VDP NA when using McChord AFB altimeter setting.

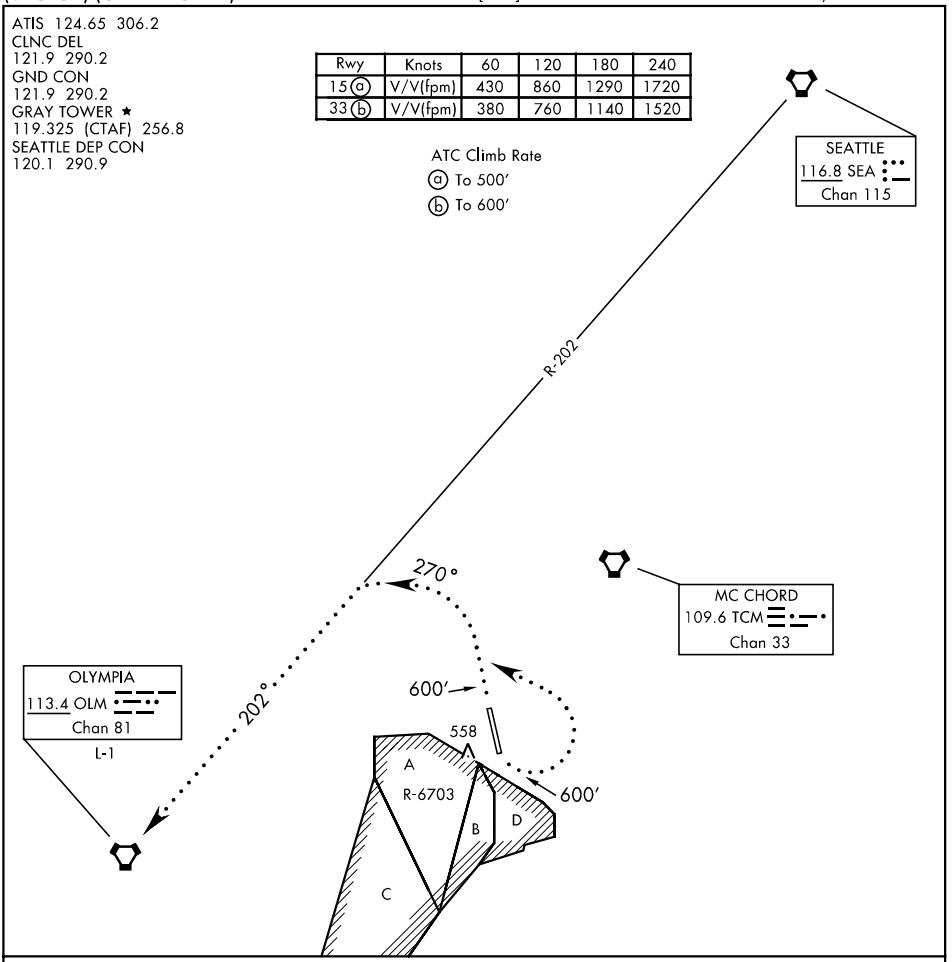




CATEGORY	A	B	C	D
S-ILS 15	499/24 200 (200-½)			
S-LOC 15 *	660/24 361 (400-½)		660/40 361 (400-¾)	
CIRCLING **	780-1 480 (500-1)		780-1½ 480 (500-1½)	860-2 560 (600-2)
McCHORD AFB ALTIMETER SETTING MINIMUMS				
S-ILS 15	515/24 216 (300-½)			
S-LOC 15 *	680/24 381 (400-½)		680/40 381 (400-¾)	
CIRCLING **	800-1 500 (500-1)		800-1½ 500 (500-1½)	880-2 580 (600-2)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15 AND 33:

Climb via runway heading to 600′, then turn left (unless otherwise directed by ATC) heading 270 for vectors to assigned route. Maintain altitude as assigned by ATC. Expect filed altitude within five minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within three minutes after departure, continue climb to assigned altitude, intercept and proceed via SEA R-202 to OLM VORTAC, thence via assigned route.

NW-1, 26 AUG 2010 to 23 SEP 2010

NDB RWY 15

GRAY AAF (KGRF)

NDB GRF	APCH CRS	Rwy Idg / TDZE / Arpt Elev
216	147°	6125 / 299 / 300

AL-413 [USA]

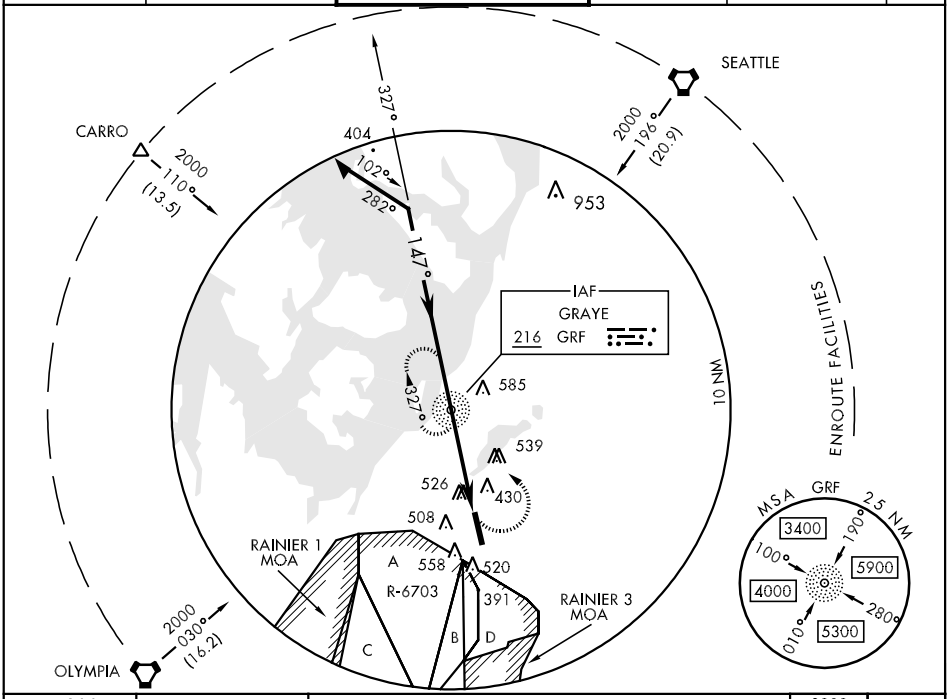
▼ * When ALS inop increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

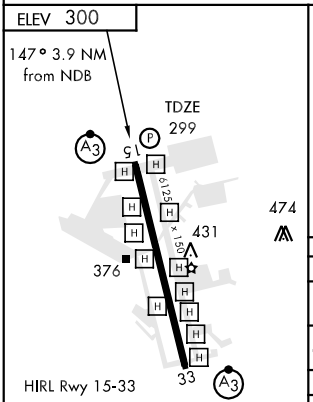
▲ ** Circling not authorized W of Rwy 15-33.

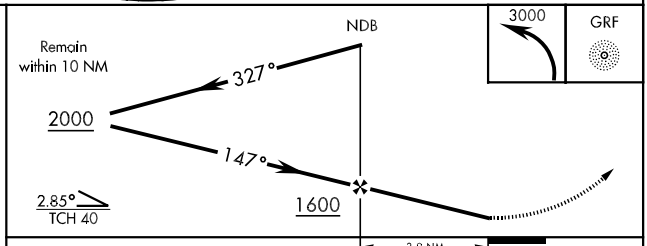
SSALR (A3)

MISSED APPROACH: Climbing left turn to 3000 direct GRF NDB and hold.

ATIS	SEATTLE APP CON	GRAY TOWER ★	GND CON	CLNC DEL	PAR
124.65 306.2	120.1 290.9	119.325 (CTAF) 256.8	121.9 290.2	121.9 290.2	







CATEGORY	A	B	C	D
S-15 *	840/24 541 (600-½)		840/50 541 (600-1)	840-60 541 (600-1¼)
CIRCLING **	840-1 540 (600-1)		840-1½ 540 (600-1½)	860-2 560 (600-2)
McCHORD AFB ALTIMETER SETTING MINIMUMS				
S-15 *	860/24 561 (600-½)		860/50 561 (600-1½)	860-60 561 (600-1¼)
CIRCLING **	860-1½ 560 (600-1½)		860-2 560 (600-2)	880-2½ 580 (600-2½)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NDB RWY 33

GRAY AAF (KGRF)

NDB LAC	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-413 [USA]
328	327°	6125 / 300 / 300	

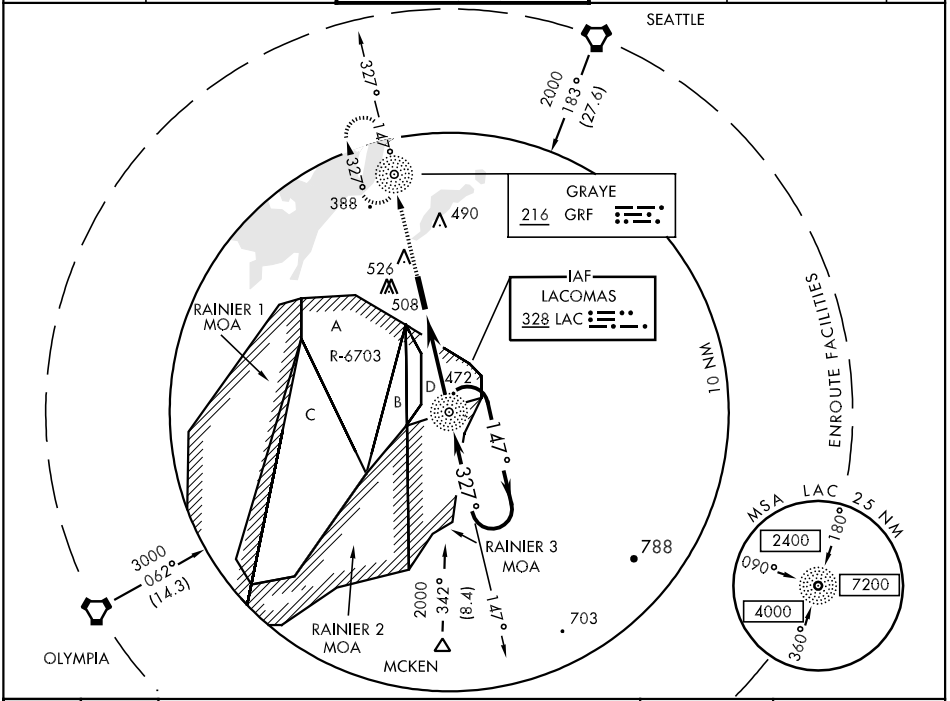
* When ALS inop increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.

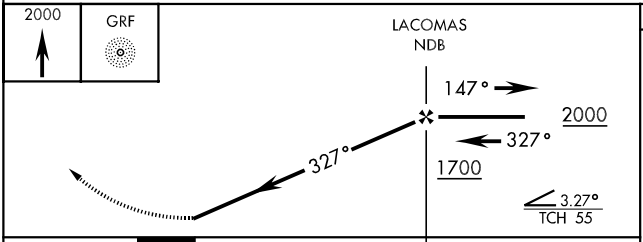
** Circling not authorized W of Rwy 15-33.

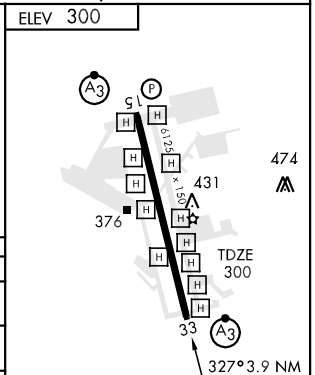
SSALR (A3)

MISSED APPROACH: Climb to 2000 direct to GRF NDB and hold.

ATIS	SEATTLE APP CON	GRAY TOWER ★	GND CON	CLNC DEL	PAR
124.65 306.2	120.1 290.9	119.325 (CTAF) 256.8	121.9 290.2	121.9 290.2	







CATEGORY	A	B	C	D
S-33 *	780-½ 480 (500-½)		780-¾ 480 (500-¾)	780-1 480 (500-1)
CIRCLING * *	780-1 480 (500-1)		780-1½ 480 (500-1½)	860-2 560 (600-2)
McCHORD AFB ALTIMETER SETTING MINIMUMS				
S-33 *	800-½ 500 (600-½)		800-¾ 500 (600-¾)	800-1 500 (600-1)
CIRCLING * *	800-1 500 (600-1)		800-1½ 500 (600-1½)	880-2 580 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 15

APCH CRS	Rwy ldg	6125
147°	TDZE	299
	Arpt Elev	300

AL-413 [USA]

GRAY AAF (KGRF)

* Circling not authorized W of Rwy 15-33.

DME/DME RNP-0.3 NA

SSALR

MISSED APPROACH: Climbing left turn to 2000 direct CIKRI and hold.

ATIS	SEATTLE APP CON	GRAY TOWER ★	GND CON	CLNC DEL	PAR
124.65 306.2	120.1 290.9	119.325 (CTAF) 256.8	121.9 290.2	121.9 290.2	

IAF SEATTLE 116.8 SEA Chan 115

(IAF) CARRO

NoPT 2000 087° (9.4)

6 NM

147° 327°

(IF/IAF) CIKRI

NoPT 2000 210° (17.5)

723

953

417

368

1600 (6) 147°

(FAF) EMOFO

490

526

RW15

Procedure NA for arrivals at OLM VORTAC on V187 southbound and arrivals at SEA VORTAC on V495 and V23 northbound.

OLYMPIA 113.4 OLM Chan 81

2000 013° (19.8)

500

RAINIER 1 MOA

A

R-6703

B C D

RAINIER 3 MOA

MSA RW15 25 NM

6700

ELEV 300

147° to RW15

TDZE 299

6125 x 150

431

376

474

33

VGSI and descent angles not coincident.

† VDP NA with McChord AFB altimeter setting.

2000

CIKRI

327°

147°

EMOFO

† 1.4 NM to RW15

RW15

1600

3.04°

TCH 58

3.9 NM

CATEGORY	A	B	C	D
LNAV MDA	780/24 481 (500-½)		780/40 481 (500-¾)	780/50 481 (500-1)
CIRCLING *	780-1 480 (500-1)		780-1½ 480 (500-1½)	860-2 560 (600-2)
McCHORD AFB ALTIMETER SETTING MINIMUMS				
LNAV MDA	800/24 501 (600-½)		800/50 501 (600-1)	
CIRCLING *	800-1 500 (500-1)		800-1½ 500 (500-1½)	880-2 580 (600-2)

HIRL Rwy 15-33

47°05'N-122°35'W

GRAY AAF (KGRF)

RNAV (GPS) RWY 15

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 33

APCH CRS	Rwy Idg	TDZE	Arpt Elev
327°	6125	300	300

AL-413 [USA]

GRAY AAF (KGRF)

* Circling not authorized W of Rwy 15-33.

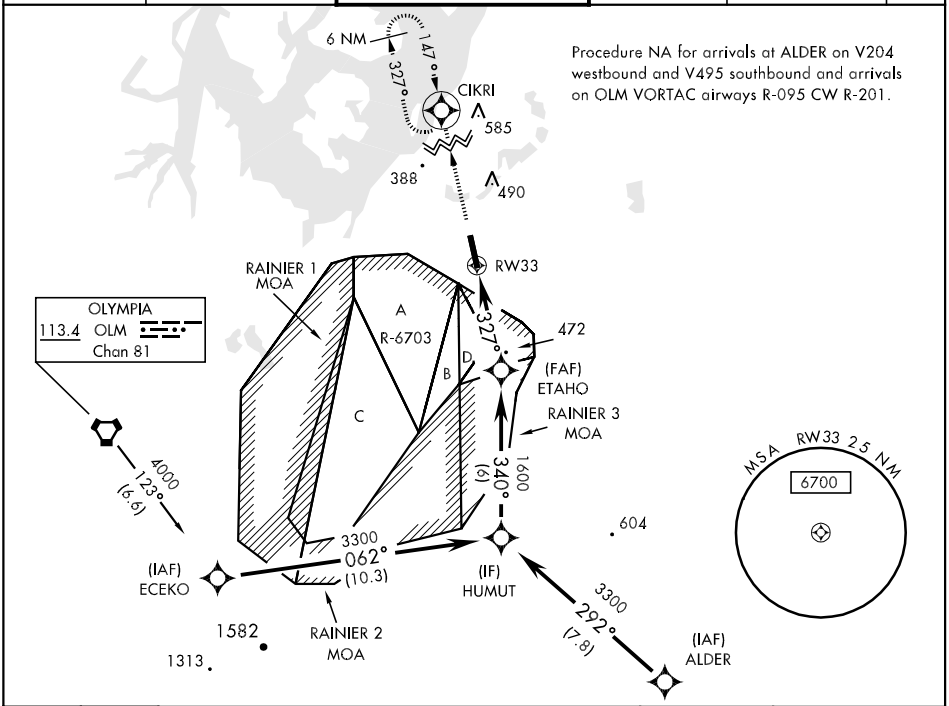
DME/DME RNP-0.3 NA

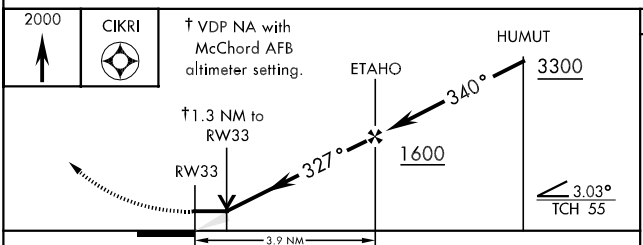
SSALR

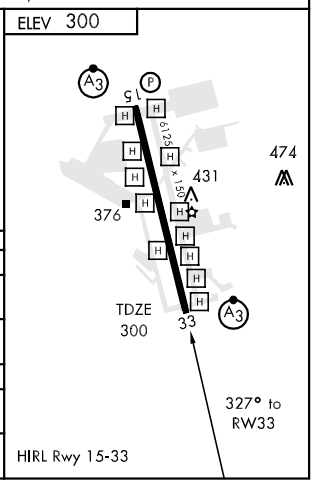
MISSED APPROACH: Climb to 2000 direct CIKRI and hold.

ATIS	SEATTLE APP CON	GRAY TOWER ★	GND CON	CLNC DEL	PAR
124.65 306.2	120.1 290.9	119.325 (CTAF) 256.8	121.9 290.2	121.9 290.2	

NW-1, 26 AUG 2010 to 23 SEP 2010





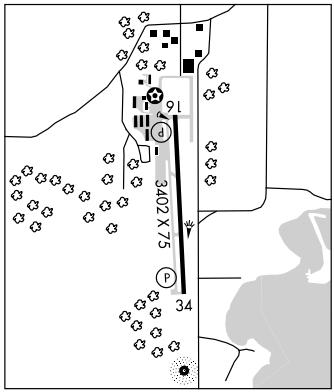


CATEGORY	A	B	C	D
LNAV MDA	780-½ 480 (500-½)		780-¾ 480 (500-¾)	780-1 480 (500-1)
CIRCLING *	780-1 480 (500-1)		780-1½ 480 (500-1½)	860-2 560 (600-2)
McCHORD AFB ALTIMETER SETTING MINIMUMS				
LNAV MDA	800-½ 500 (500-½)		800-¾ 500 (500-¾)	800-1 500 (500-1)
CIRCLING *	800-1 500 (500-1)		800-1½ 500 (500-1½)	880-2 580 (600-2)

FORT LEWIS (See GRAY AAF–JOINT BASE LEWIS-MCCHORD)

FRIDAY HARBOR

FRIDAY HARBOR (FHR) 0 SW UTC−8(−7DT) N48°31.32′ W123°01.46′ **SEATTLE**
113 B S4 **FUEL** 100 LRA NOTAM FILE FHR **L–1E**
RWY 16–34: H3402X75 (ASPH) S–12.5 MIRL 0.8% up N **IAP**
RWY 16: PAPI(P4R)—GA 4.0° TCH 38′. Building. Rgt tfc.
RWY 34: REIL. PAPI(P4L)—GA 3.5° TCH 40′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1600–0100Z‡. Fuel system self svc with credit card. Noise abatement procedures in effect ctc arpt manager 360–378–4724. Preferred Rwy 16 in calm wind conditions. Due to high concentration of tfc invof arpt recommend ldg lgts or forward visibility lgts turned on while utilizing arpt. Rwy 16 PAPI baffled W of centerline, lateral coverage has been narrowed to avoid obstacles during descent, maintain highest possible altitude and close alignment to rwy centerline. Acft in excess of 12,500 lbs charged fee based on weight and time of year—ctc arpt manager for information. Soft ground between tiedowns west parking area. Limited transient parking avbl during summer. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 34—CTAF. ACTIVATE rotating bcn—CTAF. Ldg fee—Acft in excess of 12,500 lbs charged, fee based on weight—ctc arpt manager for info.
WEATHER DATA SOURCES: ASOS 135.675 (360) 378–8491.
COMMUNICATIONS: CTAF 128.25
Ⓡ **WHIDBEY APP/DEP CON** 118.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BLI.
WHATCOM (H) VORTACW 113.0 HUH Chan 77 N48°56.72′ W122°34.76′ 195° 31.0 NM to fld. 83/20E.
HIWAS.
NDB (MHW) 284 FHR N48°30.73′ W123°01.43′ at fld. NOTAM FILE FHR.



FRIDAY HARBOR SPB (W33) 0 NE UTC−8(−7DT) N48°32.24′ W123°00.58′ **SEATTLE**
00 LRA NOTAM FILE SEA
WATERWAY 03–21: 10000X2000 (WATER)
WATERWAY 12–30: 6000X1000 (WATER)
SEAPLANE REMARKS: Unattended. All tkfs should be performed N of Browns Island. Seaplanes ops warning lgts OTS indef. US customs user fee arpt. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF 128.25

GOHEEN (See BATTLE GROUND)

GOLDENDALE (S2Ø) 1 NW UTC−8(−7DT) N45°49.93′ W120°50.72′ **SEATTLE**
1678 B NOTAM FILE SEA **L–13A**
RWY 07–25: H3491X40 (ASPH) S–4 MIRL
RWY 07: REIL. Fence. **RWY 25:** REIL. SAVASI (S2L). Thld dsplcd 330′. Trees.
AIRPORT REMARKS: Unattended. NSTD white line crosses rwy near Rwy 07 marking. NSTD white line crosses rwy near Rwy 25 marking.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.
KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81′ W121°06.05′ 035° 12.9 NM to fld. 3220/21E.
HIWAS.

GRAND COULEE DAM (See ELECTRIC CITY)

GRANT CO (See MOSES LAKE)

NDB FHR	APP CRS	Rwy Idg	3402
284	330°	TDZE	107
		Apt Elev	113

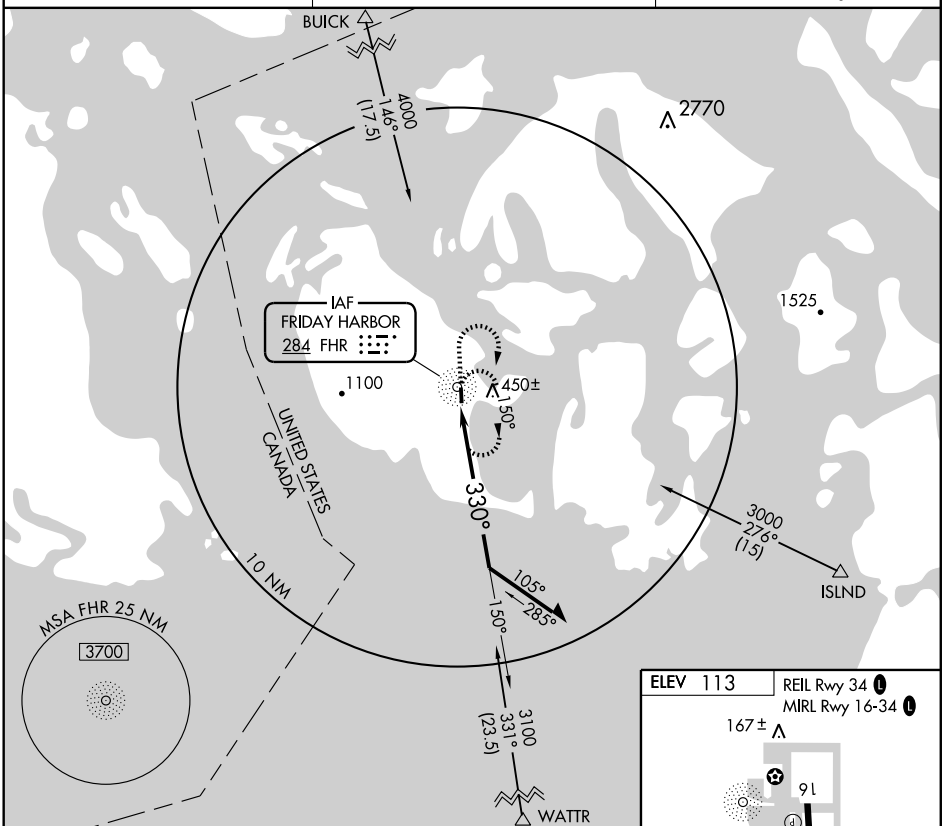
NDB RWY 34

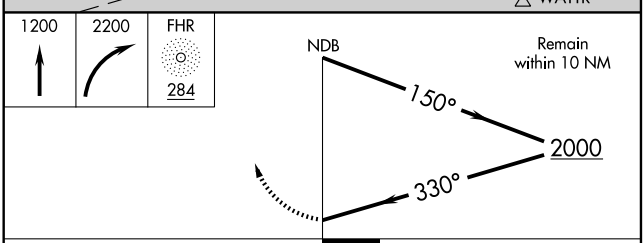
FRIDAY HARBOR (FHR)

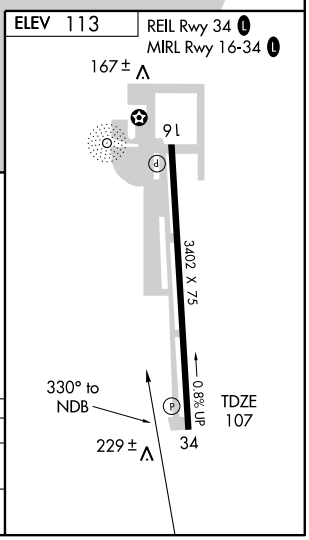
T A NA — Circling not authorized west of Rwy 16-34.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2200 direct to FHR NDB and hold.

ASOS	WHIDBEY APP CON	CTAF
135.675	118.2 285.65	128.25 L







CATEGORY	A	B	C	D
S-34	860-1 753 (800-1)	860-1¼ 753 (800-1¼)	860-2¼ 753 (800-2¼)	NA
CIRCLING	860-1 747 (800-1)	860-1¼ 747 (800-1¼)	860-2¼ 747 (800-2¼)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 40024 W34A	APP CRS 337°	Rwy Idg 3402 TDZE 108 Apt Elev 113

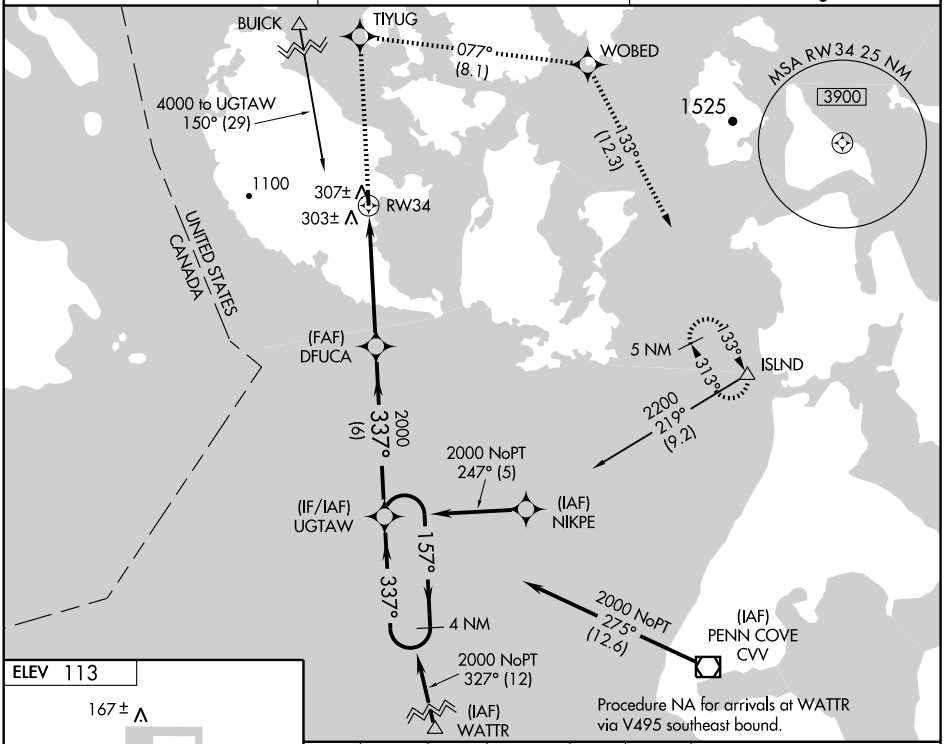
RNAV (GPS) RWY 34

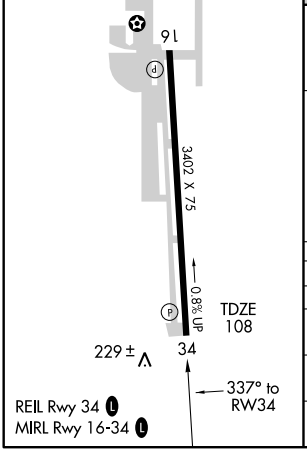
FRIDAY HARBOR (FHR)

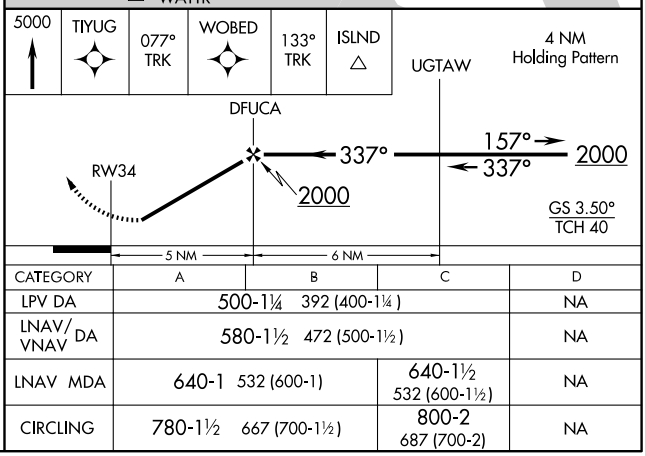
DME/DME RNP-0.3 NA. Circling not authorized west of Rwy 16-34.
Baro-VNAV NA below -30°C (-22°F).
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 5000 direct TIYUG and via 077° track to WOBED and via 133° track to ISLND and hold.

ASOS	WHIDBEY APP CON	CTAF
135.675	118.2 285.65	128.25 (L)





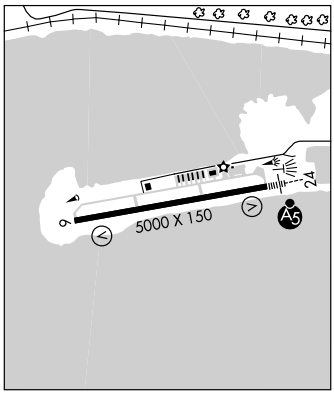


CATEGORY	A	B	C	D
LPV DA	500-1¼ 392 (400-1¼)			NA
LNAV/VNAV DA	580-1½ 472 (500-1½)			NA
LNAV MDA	640-1 532 (600-1)		640-1½ 532 (600-1½)	NA
CIRCLING	780-1½ 667 (700-1½)		800-2 687 (700-2)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HOQUIAM

BOWERMAN (HQM) 2 W UTC−8(−7DT) N46°58.27′ W123°56.19′ **SEATTLE**
18 B S4 **FUEL** 100LL, JET A1+ LRA NOTAM FILE HQM **H–1A, L–1D**
RWY 06–24: H5000X150 (ASPH) S–30, D–40, 2D–80 HIRL **IAP**
RWY 06: REIL. VASI(V4R)—GA 3.0° TCH 52′. Tree. Rgt tfc.
RWY 24: MALSR. VASI(V4L)—GA 3.0° TCH 50′.
AIRPORT REMARKS: Attended Mon–Fri 1700–0100Z‡. 100LL avbl 24 hrs a day with Credit Card. For Jet A call 360–533–6655 between 1700–0100Z‡ or call 360–310–0201 between 0100–1700Z‡. Flocks of waterfowl on and in vicinity of arpt. 103′ crane 0.2 NM southwest of AER 24. Service road south of rwy in primary surface. Ultralights prohibited without written permission from arpt manager. ACTIVATE HIRL Rwy 06–24, MALSR Rwy 24 and REIL Rwy 06—CTAF.
WEATHER DATA SOURCES: ASOS 135.775 (360) 538–7021. **HIWAS** 117.7 HQM.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.2 (SEATTLE RADIO)
SEATTLE CENTER APP/DEP CON 128.3
AIRSPACE: CLASS E svc 1400–0600Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HQM.
HOQUIAM (H) VORTACW 117.7 HQM Chan 124 N46°56.82′ W124°08.96′ 062° 8.9 NM to fld. 10/19E. **HIWAS.**
ABERN NDB (LOM) 236 HQ N46°59.26′ W123°47.86′ 241° 5.8 NM to fld. LOM unusable 150°–180° byd 10 NM.
ILS/DME 108.7 I–HQM Chan 24 Rwy 24 LOM ABERN NDB. LOM unusable 150°–180° byd 10 NM.



HOSKINS FLD (See OLYMPIA)

ILWACO

PORT OF ILWACO (7W1) 2 E UTC−8(−7DT) N46°18.90′ W124°00.23′ **SEATTLE**
13 B NOTAM FILE SEA
RWY 10–28: H2080X50 (ASPH) S–5 MIRL
RWY 10: Road **RWY 28:** PAPI(P2L)—GA 4.0°. Thld dsplcd 300′. Road.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 10–28—CTAF.
COMMUNICATIONS: CTAF 122.9

IONE MUNI (S23) 2 S UTC−8(−7DT) N48°42.48′ W117°24.78′ **SEATTLE**
2108 B NOTAM FILE SEA **L–13B**
RWY 15–33: H4059X45 (ASPH) MIRL
RWY 15: Fence. **RWY 33:** PAPI(P2L)—GA 3.0° TCH 35′. Road.
AIRPORT REMARKS: Unattended. Wildlife invof rwy. MIRL Rwy 15–33 pilot controlled lighting med and high ints out of svc indefinitely. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG
SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 346° 69.2 NM to fld. 2755/21E. **HIWAS.**
NDB (MHW) 379 ION N48°42.61′ W117°24.82′ at fld. NOTAM FILE SEA. VFR use only.
HELIPAD H1: H60X60 (CONC) MIRL

JEFFERSON CO INTL (See PORT TOWNSEND)

JUMP–OFF–JOE N46°06.24′ W119°07.92′ **SEATTLE**
RCO 122.4 (SEATTLE RADIO) **L–13A**

KAHLOTUS

LOWER MONUMENTAL STATE (WØ9) 5 S UTC−8(−7DT) N46°33.03′ W118°32.18′ **SEATTLE**
813 NOTAM FILE SEA
RWY 01–19: 3300X50 (GRVL)
RWY 01: Tower. **Rwy 19:** P–line.
AIRPORT REMARKS: Unattended. CLOSED Oct 1 thru Jun 1. Multiple power lines 0.4 mi NNE of arpt. Rwy marked with retro reflective devices. Rwy 01–19 has steep canyon walls N, E and S. Pedestrians, vehicles and animals on and invof rwy. Portions of rwy sfc rough and soft. Contact Washington State Aviation Division 360–651–6300 or 1–800–552–0666 for facility information prior to using.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-HQM	APP CRS	Rwy Idg	5000
108.7	241°	TDZE	16
Chan 24		Apt Elev	18

ILS or LOC/DME RWY 24

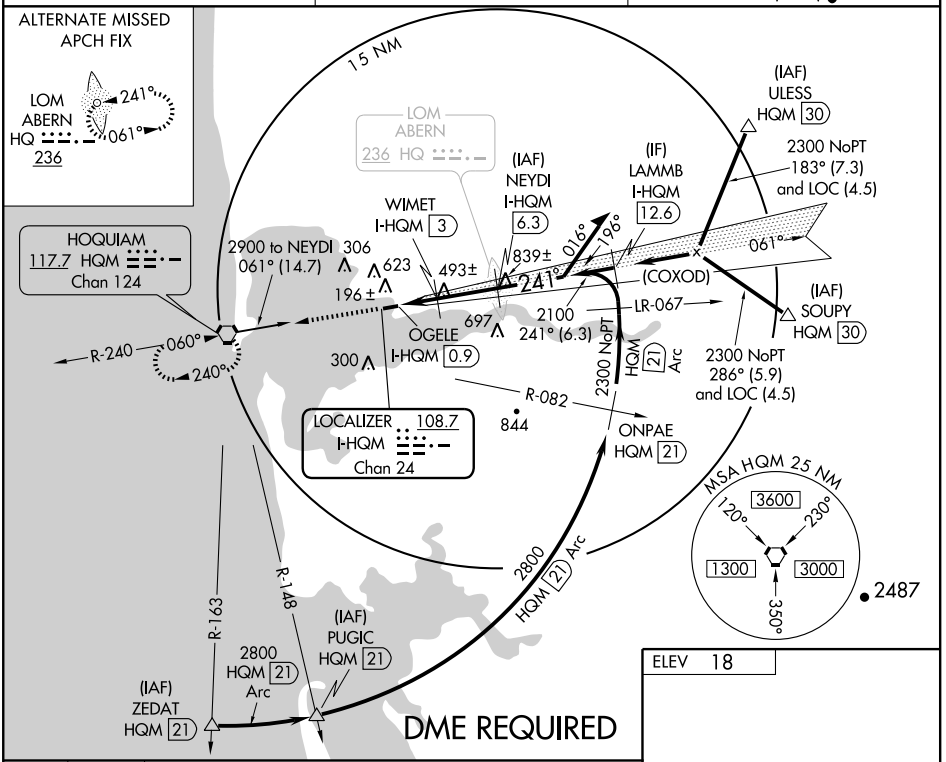
HOQUIAM/ BOWERMAN (HQM)

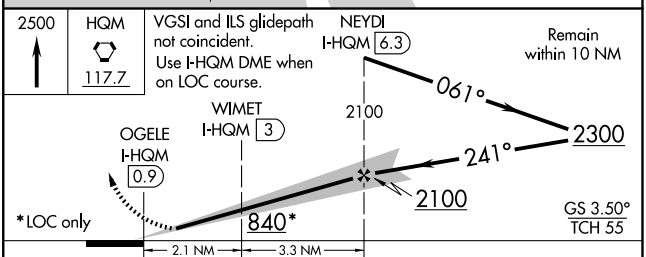
For inoperative MALSR, increase S-LOC Cats A and B visibility to 1 mile.
Circling NA northwest of Rwy 6-24.
Inoperative table does not apply to S-ILS Rwy 24.
When local altimeter setting not received, procedure NA.

MALSR

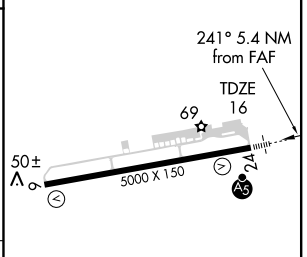
MISSED APPROACH: Climb to 2500 direct HQM VORTAC and hold.

ASOS	SEATTLE CENTER	UNICOM
135.775	128.3 269.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 24	216-¾ 200 (200-¾)		286-1 270 (300-1)	NA
S-LOC 24	580-¾ 564 (600-¾)		580-1 564 (600-1)	NA
CIRCLING	580-1 562 (600-1)		580-1½ 562 (600-1½)	NA



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5000
CH 82015	061°	TDZE	18
W06A		Apt Elev	18

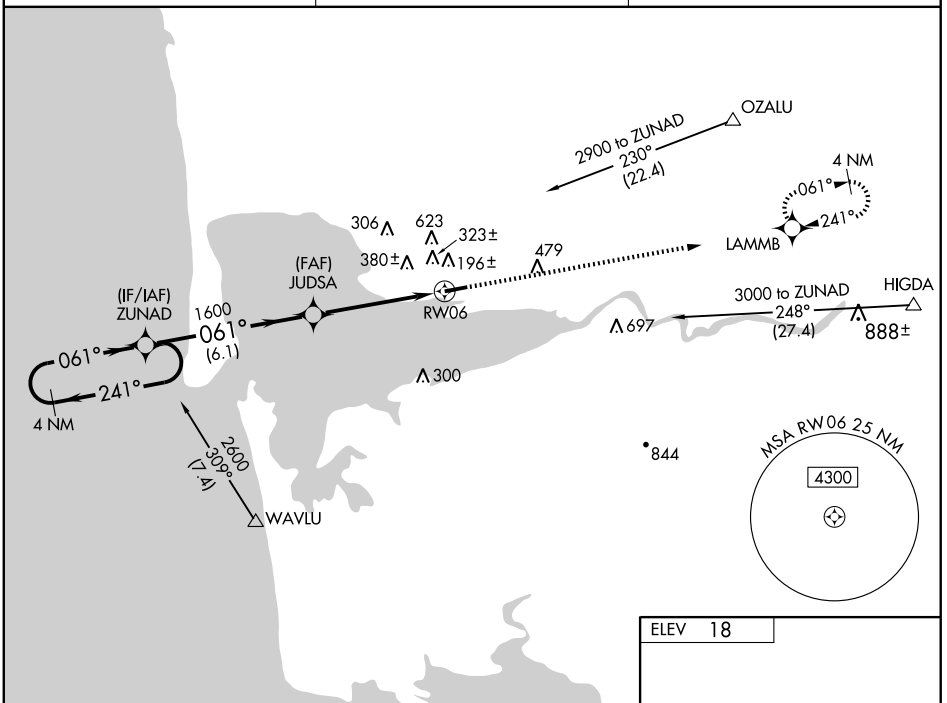
RNAV (GPS) RWY 6

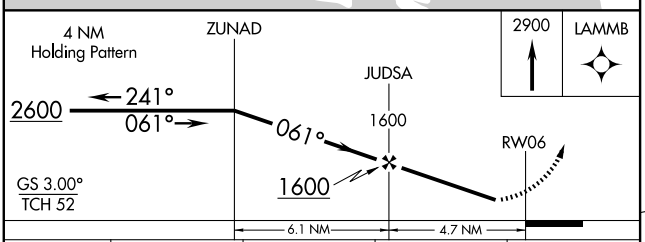
HOQUIAM/ BOWERMAN (HQM)

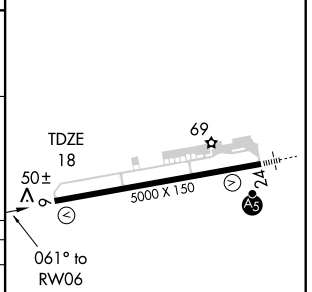
Circling NA northwest of Rwy 6-24.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118° F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2900 direct LAMMB and hold.

ASOS	SEATTLE CENTER	UNICOM
135.775	128.3 269.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	308-1 290 (300-1)			
LNAV/ VNAV DA	758-2½ 740 (800-2½)			
LNAV MDA	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 86902 W24A	APP CRS 241°	Rwy Idg 5000 TDZE 16 Apt Elev 18

RNAV (GPS) RWY 24

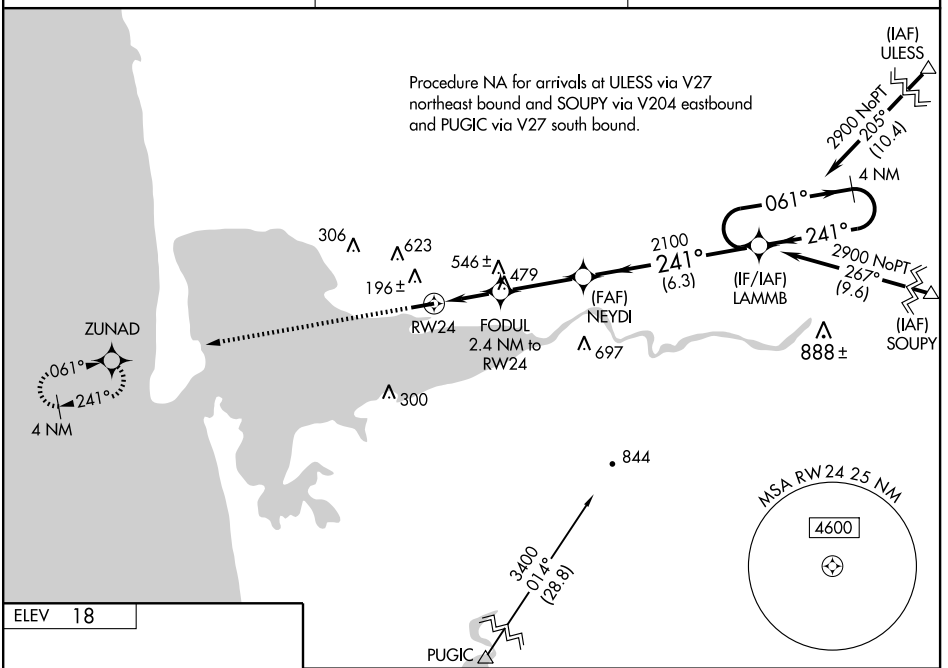
HOQUIAM/ BOWERMAN (HQM)

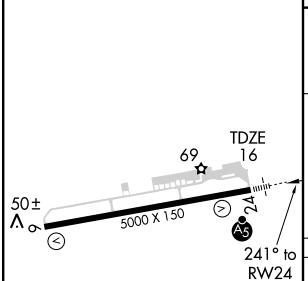
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). Inoperative table does not apply to LPV.
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
For inoperative MALSR, increase LNAV Cat A visibility to 1 mile.
Circling NA northwest of Rwy 6-24.
When local altimeter setting not received, procedure NA.

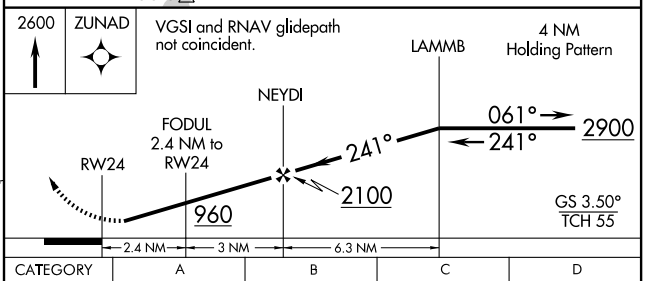
MALSR (A5)

MISSED APPROACH: Climb to 2600 direct ZUNAD and hold.

ASOS	SEATTLE CENTER	UNICOM
135.775	128.3 269.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	216-¾ 200 (200-¾)		286-1 270 (300-1)	NA
LNAV/ VNAV DA	1029-2½ 1013 (1100-2½)			NA
LNAV MDA	800-¾ 784 (800-¾)		800-1¾ 784 (800-1¾)	NA
CIRCLING	800-1 782 (800-1)	800-1¼ 782 (800-1¼)	800-2¼ 782 (800-2¼)	NA

REIL Rwy 6 L
HIRL Rwy 6-24 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC HQM	APP CRS	Rwy Idg	5000
117.7	241°	TDZE	16
Chan 124		Apt Elev	18

VOR/DME RWY 24

HOQUIAM/ BOWERMAN (HQM)

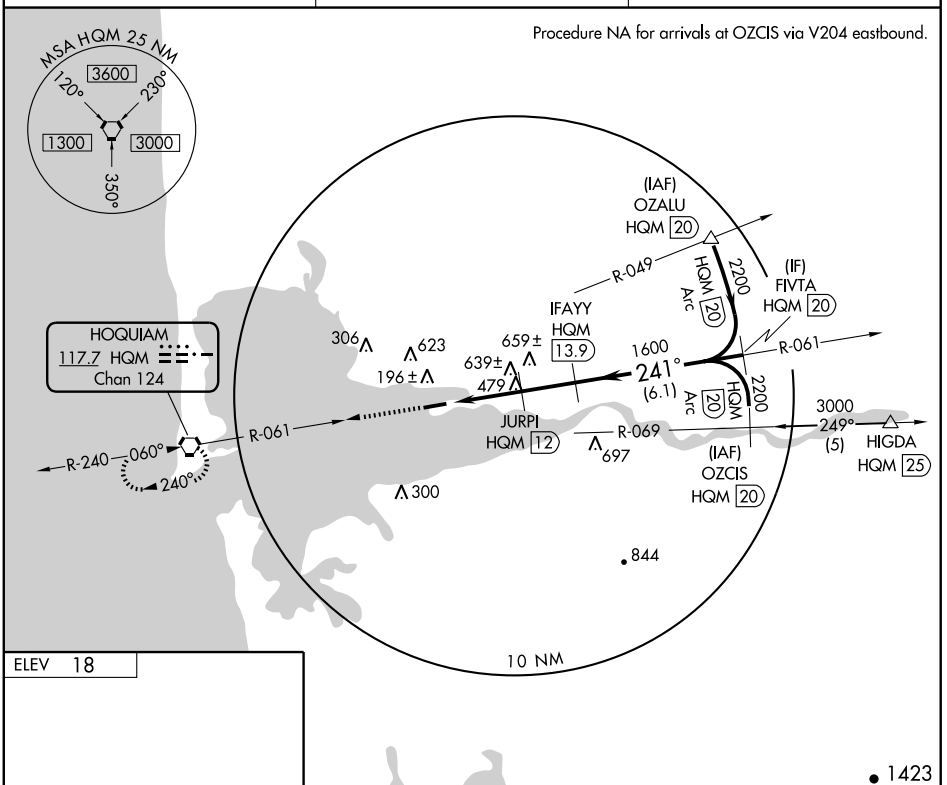
T A — Circling NA northwest of Rwys 6 and 24. Visibility reduction by helicopters NA.

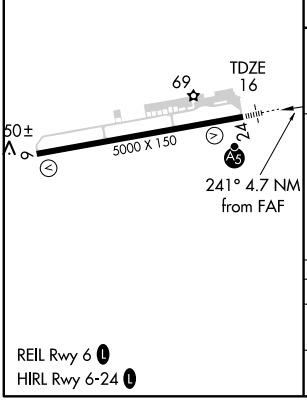
MALSR

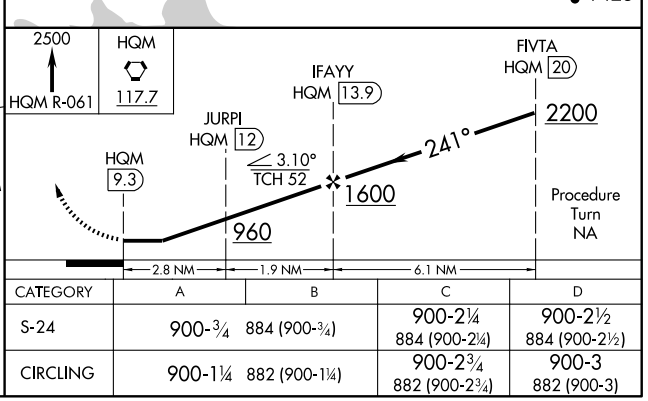
MISSED APPROACH: Climb to 2500 via HQM VORTAC R-061 to HQM VORTAC and hold.

ASOS	SEATTLE CENTER	UNICOM
135.775	128.3 269.0	122.7 (CTAF) L

Procedure NA for arrivals at OZCIS via V204 eastbound.







CATEGORY	A	B	C	D
S-24	900-¾ 884 (900-¾)		900-2¼ 884 (900-2¼)	900-2½ 884 (900-2½)
CIRCLING	900-1¼ 882 (900-1¼)		900-2¾ 882 (900-2¾)	900-3 882 (900-3)

REIL Rwy 6 L
HIRL Rwy 6-24 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC HQM	APP CRS	Rwy Idg	5000
117.7	062°	TDZE	18
Chan 124		Apt Elev	18

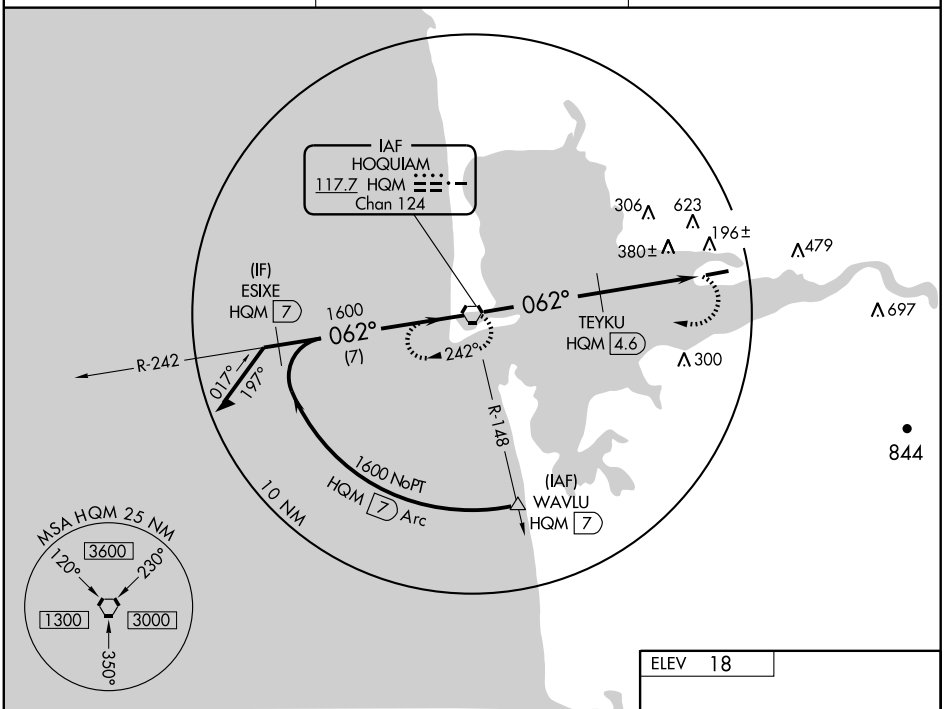
VOR RWY 6

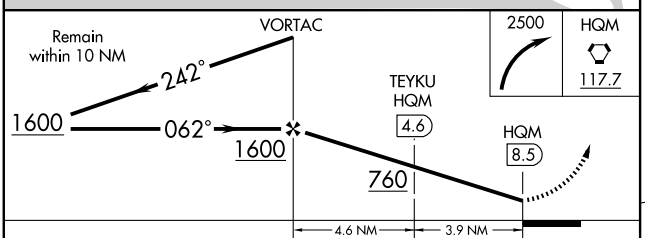
HOQUIAM/ BOWERMAN (HQM)

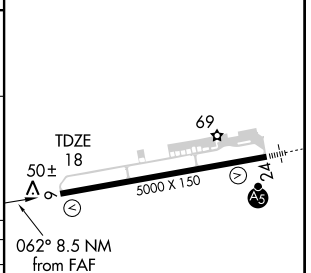
Visibility reduction by helicopters NA.
Circling NA northwest of Rwy 6 and 24.

MISSED APPROACH: Climbing right turn to 2500 direct HQM VORTAC and hold.

ASOS	SEATTLE CENTER	UNICOM
135.775	128.3 269.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-6	760-1 742 (800-1)	760-1¼ 742 (800-1¼)	760-2¼ 742 (800-2¼)	760-2½ 742 (800-2½)
CIRCLING	760-1 742 (800-1)	760-1¼ 742 (800-1¼)	760-2¼ 742 (800-2¼)	760-2½ 742 (800-2½)
TEYKU FIX MINIMUMS				
S-6	640-1 622 (700-1)		640-1¾ 622 (700-1¾)	640-2 622 (700-2)
CIRCLING	640-1 622 (700-1)		640-1¾ 622 (700-1¾)	640-2 622 (700-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

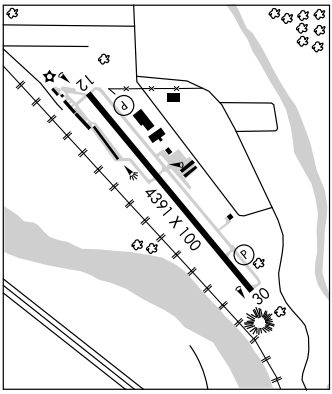
KELSO N46°09.33′ W122°54.76′ NOTAM FILE KLS SEATTLE

NDB (MHW) 256 LSO 148° 2.3 NM to Southwest Washington Rgnl.
NDB unusable 020°–120°, 120°–180° byd 15 NM, 180°–340° byd 10 NM.

KELSO

SOUTHWEST WASHINGTON RGNL (KLS) 2 SE UTC−8(−7DT) N46°07.08′ W122°53.90′ SEATTLE
20 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE KLS L–1C

RWY 12–30: H4391X100 (ASPH) S–38, D–46, 2D–74 MIRL (NSTD) IAP
RWY 12: REIL. PAPI(P4L)—GA 4.0° TCH 37′. Trees. Rgt tfc.
RWY 30: REIL. PAPI(P4R)—GA 4.0° TCH 40′. Trees.



AIRPORT REMARKS: Attended Winter 1600–0100Z‡, Summer 1600–0200Z‡. 24 hr self–service credit card fuel facility. Numerous flocks of birds on and invof arpt. Rwy 12–30 NSTD spacing MIRL. ACTIVATE MIRL Rwy 12–30—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–3 135.075 (360) 577–1964.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (SEATTLE RADIO)
RCO 122.55 (SEATTLE RADIO)
Ⓡ **SEATTLE CENTER APP/DEP CON** 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.
BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 309° 25.7 NM to fld. 253/21E.
KELSO NDB (MHW) 256 LSO N46°09.33′ W122°54.76′ 148° 2.3 NM to fld. NOTAM FILE KLS.
NDB unusable 020°–120°, 120°–180° byd 15 NM, 180°–340° byd 10 NM.

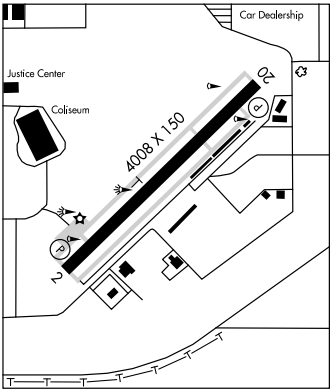
KENMORE AIR HARBOR SPB (See SEATTLE)

KENMORE AIR HARBOR INC SPB (S6Ø) 1 S UTC−8(−7DT) N47°45.29′ W122°15.56′ SEATTLE
14 S4 **FUEL** 100LL, JET A LRA NOTAM FILE SEA
WATERWAY 16–34: 10000X1000 (WATER)
WATERWAY 18–36: 3000X1000 (WATER)
SEAPLANE REMARKS: Attended dawn–dusk. Unlighted crane 75′ AGL and pilings 6′ above water Waterway 18 8 buoys mark 5 miles per hour speed limit area. Landing zone–unlgtd; seaplanes exempt from 5 miles per hour speed limit. Surface watercraft entering operating area from within channel E of waterway 16–34. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 122.7

KENNEWICK

VISTA FLD (S98) 3 NW UTC−8(−7DT) N46°13.12′ W119°12.60′ SEATTLE
534 B S4 **FUEL** 100LL, JET A TPA–1334 (800) NOTAM FILE SEA L–13A

RWY 02–20: H4008X150 (ASPH) S–26 MIRL
RWY 02: PAPI(P2L). P–line. **RWY 20:** PAPI(P2L). Pole.



AIRPORT REMARKS: Attended Mon–Sat 1600–0200Z‡. Use Rwy 02 when wind 5 knots or less. ACTIVATE MIRL Rwy 02–20—CTAF. Parachute Jumping.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PSC.
PASCO (L) VORW/DME 108.4 PSC Chan 21 N46°15.78′ W119°06.94′ 216° 4.8 NM to fld. 400/20E.

NDB LSO 256	APP CRS 152°	Rwy Idg N/A TDZE N/A Apt Elev 20

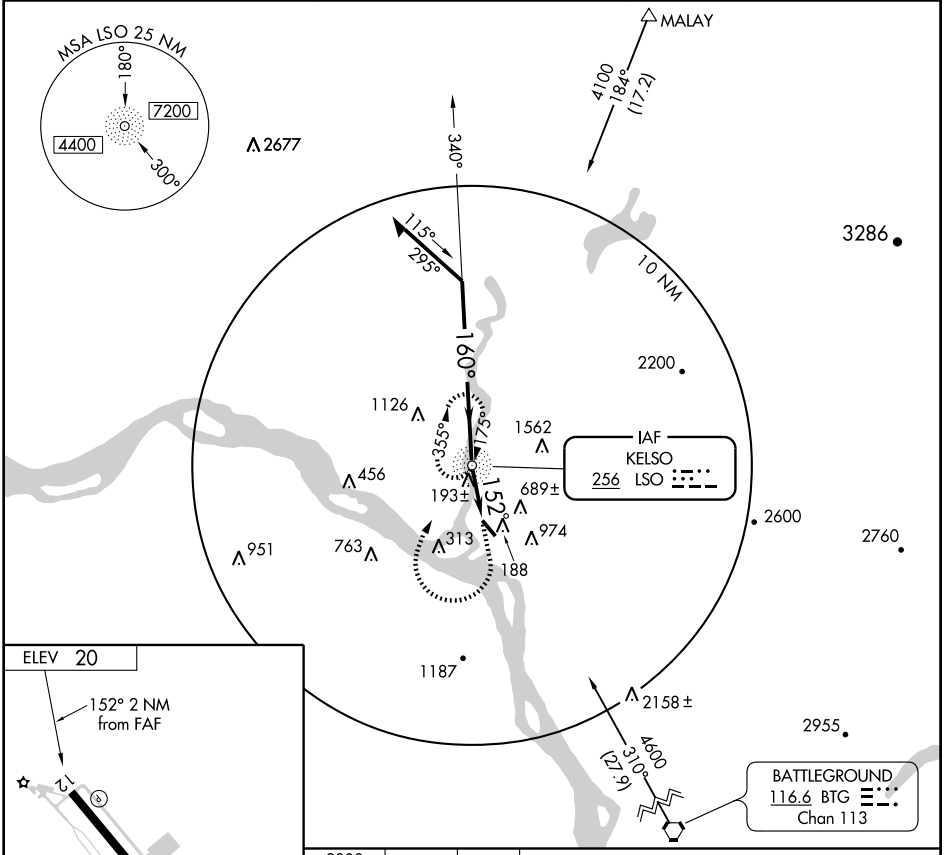
NDB-A

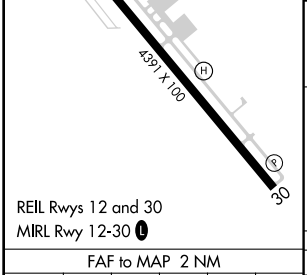
KELSO/ SOUTHWEST WASHINGTON RGNL (KLS)

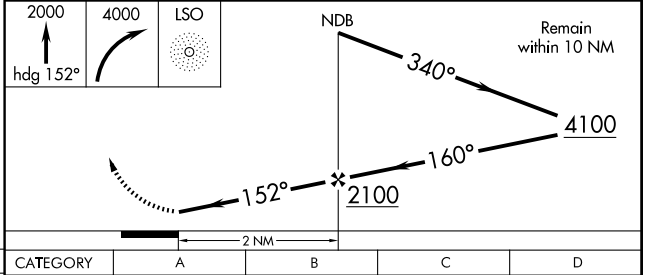
Circling NA NE of Rwy 12-30.
When local altimeter setting not received, use Scappoose altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 via heading 152° then climbing right turn to 4000 direct LSO NDB and hold, continue climb-in-hold to 4000.

AWOS-3	SEATTLE CENTER	UNICOM
135.075	124.2 317.6	122.8 (CTAF) L







FAF to MAP 2 NM					
Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 1280 (1300-1¼)	1300-1½ 1280 (1300-1½)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 12

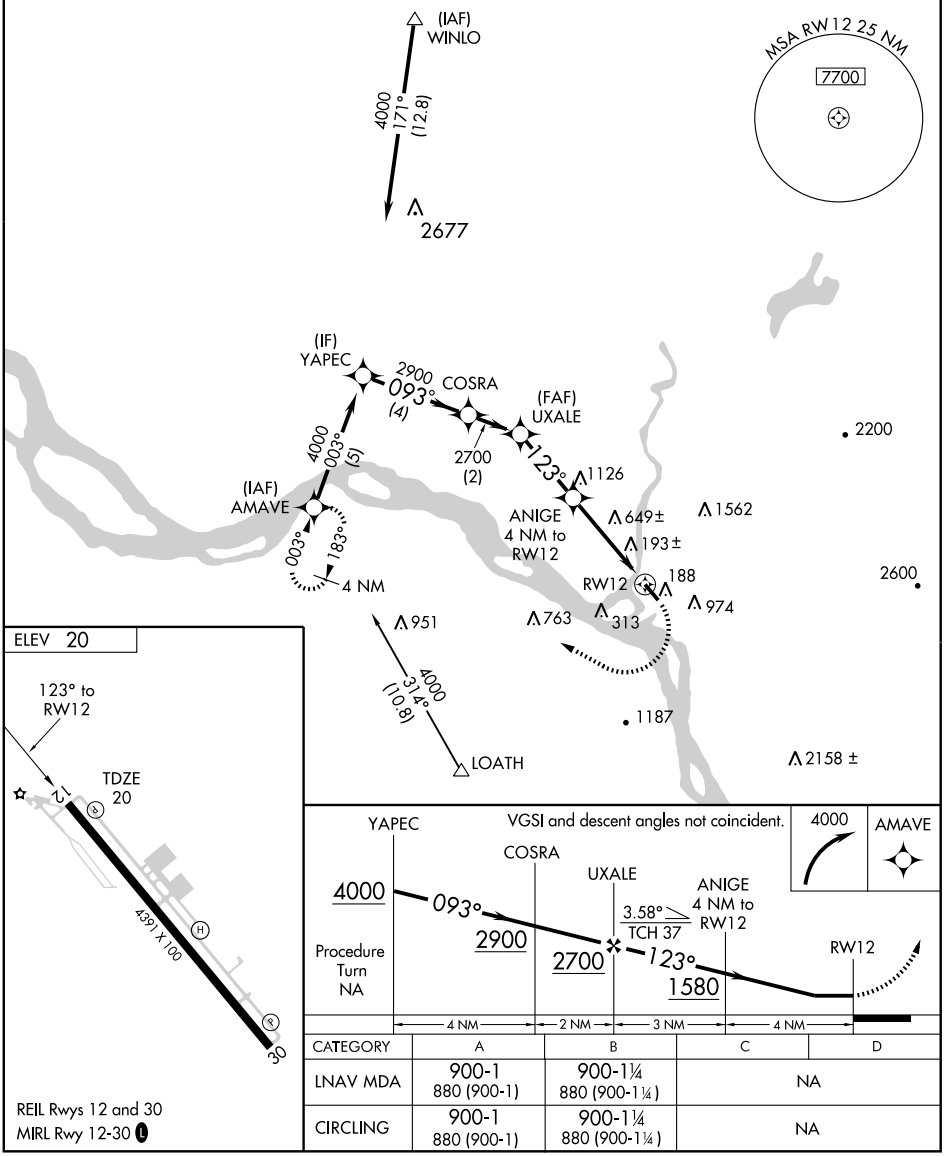
KELSO/ SOUTHWEST WASHINGTON RGNL (KLS)

APP CRS	Rwy Idg	4391
123°	TDZE	20
	Apt Elev	20

Circling NA northeast of Rwy 12-30. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Scappoose altimeter setting and increase all MDA 60 feet and all Cat A visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 direct AMAVE and hold, continue climb-in-hold to 4000.

AWOS-3	SEATTLE CENTER	UNICOM
135.075	124.2 317.6	122.8 (CTAF) L

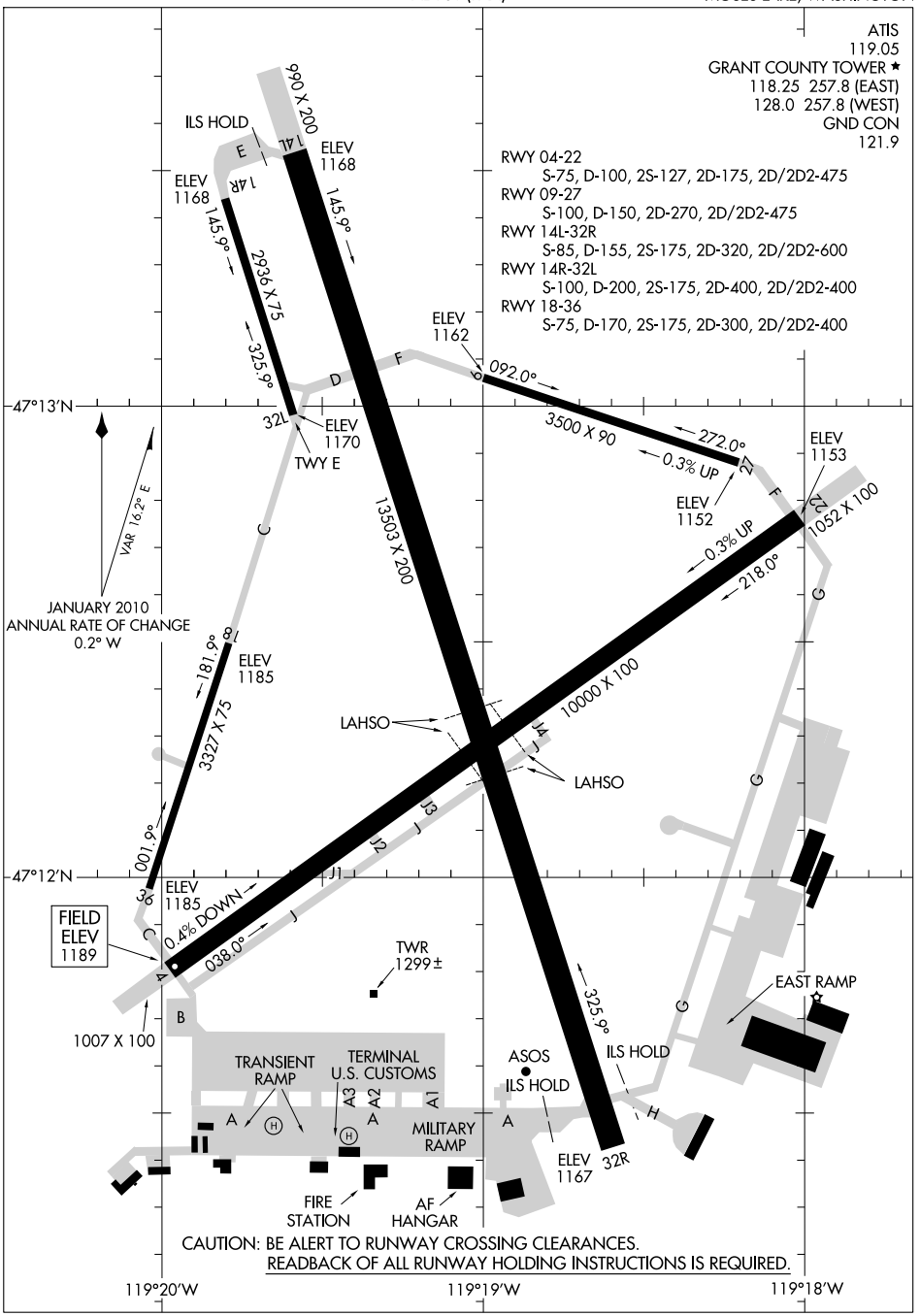


CATEGORY	A	B	C	D
LNAV MDA	900-1 880 (900-1)	900-1¼ 880 (900-1¼)	NA	
CIRCLING	900-1 880 (900-1)	900-1¼ 880 (900-1¼)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

MOSES LAKE/GRANT COUNTY INTL (MWH)
MOSES LAKE, WASHINGTON
AL-961 (FAA)



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
MOSES LAKE, WASHINGTON
MOSES LAKE/GRANT COUNTY INTL (MWH)
10210

MOSES LAKE

GRANT CO INTL (MWH) 5 NW UTC−8(−7DT) N47°12.52′ W119°19.15′ SEATTLE

1189 B S4 **FUEL** 100, 100LL, JET A1 OX 1 ARFF Index—See Remarks NOTAM FILE MWH **H–1B, L–13A**

RWY 14L–32R: H13503X200 (ASPH–CONC–GRVD) S–85, D–155, 2S–175, 2D–320, 2D/2D2–600 HIRL (NSTD) **IAP, AD**

RWY 14L: REIL. VASI(V6L)—GA 3.0° TCH 52′. Bldg.

RWY 32R: MALSR. PAPI(P4L)—GA 3.0° TCH 75′. Rgt tfc.

RWY 04–22: H10000X100 (ASPH–CONC–GRVD) S–75, D–100, 2S–127, 2D–175, 2D/2D2–475 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 50′. 0.4% down.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 50′. Rgt. tfc. 0.3% up

RWY 09–27: H3500X90 (CONC–GRVD) S–100, D–150, 2S–270, 2D/2D2–475 RWY LGTS (NSTD) 0.3% up NW

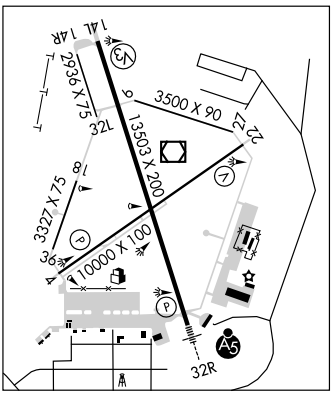
RWY 27: Rgt tfc.

RWY 18–36: H3327X75 (ASPH) S–75, D–170, 2S–175, 2D–300, 2D/2D2–400 MIRL

RWY 18: Rgt tfc.

RWY 14R–32L: H2936X75 (CONC) S–100, D–200, 2S–175, 2D–400, 2D/2D2–400

RWY 14R: Ground. Rgt tfc.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	14L–32R	4700
RWY 14L	04–22	7550
RWY 22	14L–32R	4650
RWY 32R	04–22	5050

AIRPORT REMARKS: Attended continuously. Rwy 09–27 CLOSED except military ops. Rwy 14R–32L is CLOSED to all night ops except taxiing. Rwy 14L–32R is CLOSED nights 0600–1400Z‡ except for special military night training operations. Flocks of large birds in vicinity of arpt. Class I, ARFF Index A. PPR for air carrier ops with more than 30 passenger seats 0600–1400Z‡ or for additional ARFF index level svc call arpt manager 509–762–5363/5304. Rwy 09–27 used as assault strip by C–17 acft. Rwy 09–27 and Twy F not visible from the twr. Rwy 18–36 available as air carrier twy movement area only. Rwy 09–27 military landing zone lights only. Rwy distance markers Rwy 14L–32R and Rwy 04–22. Rwy 14L–32R first 10,000′ apch end of Rwy 32R grvd 150′ wide. Twy G unlighted. Extensive heavy military jet acft night training 1900 PM–0300 AM local daily. Announce landing intentions on CTAF after twr closed. Heavy jet training surface to 5000′ within 25 miles of arpt, possible wake turbulence from larger acft using Rwy 14L–32R. Rwy 14L–32R NSTD HIRL located 50′ from rwy edge markings. ACTIVATE MALSR Rwy 32R—CTAF.

WEATHER DATA SOURCES: ASOS (509) 762–5082. LAWRS.

COMMUNICATIONS: CTAF 118.25 **ATIS** 119.05 **UNICOM** 122.95

MOSES LAKE RCO 122.4 (SEATTLE RADIO)

Ⓡ **APP/DEP CON** 126.4 134.35 (1400–0600Z‡) **SEATTLE CENTER APP/DEP CON** 126.1 (0600–1400Z‡)

TOWER 128.0 (WEST) 118.25 (EAST) (1400–0600Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MWH.

MOSES LAKE (H) VORW/DME 115.0 MWH Chan 97 N47°12.65′ W119°19.01′ at fld. 1194/18E.

PELLY NDB (MHW/LOM) 408 MW N47°06.94′ W119°16.47′ 324° 5.9 NM to fld. Unmonitored when tower closed.

ILS 109.5 I–MWH Rwy 32R. Class IE LOM PELLY NDB. Unmonitored when tower closed.

MOSES LAKE MUNI (W2Ø) 2 NE UTC−8(−7DT) N47°08.52′ W119°14.27′ SEATTLE

1203 B S4 **FUEL** 100LL NOTAM FILE SEA

RWY 16–34: H2513X50 (ASPH) S–8 MIRL

RWY 16: PAPI (P2L)—GA 3.0°Thld dsplcd 466′. Tree. **RWY 34:** PAPI(P2L)—GA 3.0°. Thld dsplcd 253′. Rgt tfc.

AIRPORT REMARKS: Attended 1600–0100Z‡. Fuel avbl only Mon–Fri 1600–0100Z‡. Extensive ultralight traffic using 500′ pattern. Extensive agriculture opr in progress. Bird hazard. Agricultural ops traffic and ultralight traffic on field. Ultralight opr requested to obtain airport safety briefing from airport management prior to initial use of airport.

COMMUNICATIONS: CTAF/UNICOM 123.0

MT CONSTITUTION N48°40.79′ W122°50.48′ SEATTLE

RCO 122.3 (SEATTLE RADIO) L–1D

MT VERNON (See BURLINGTON/MT VERNON)

LOC I-MWH	APP CRS	Rwy Idg	13503
109.5	324°	TDZE	1167
		Apt Elev	1189

ILS or LOC RWY 32R

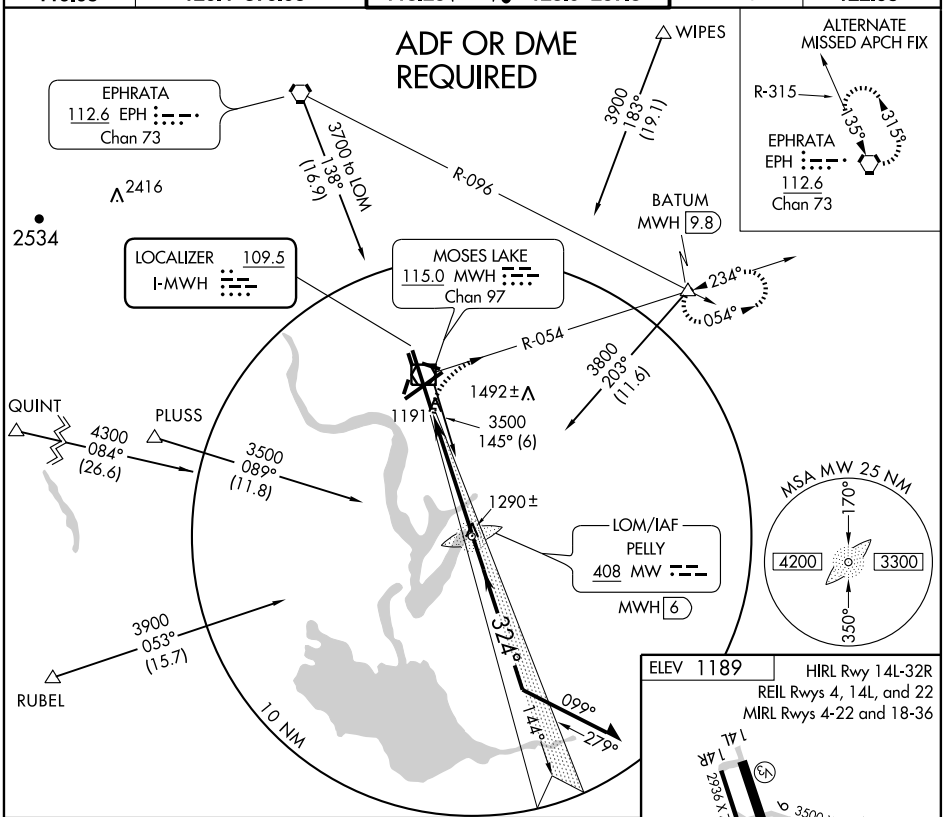
MOSES LAKE/ GRANT COUNTY INTL (MWH)

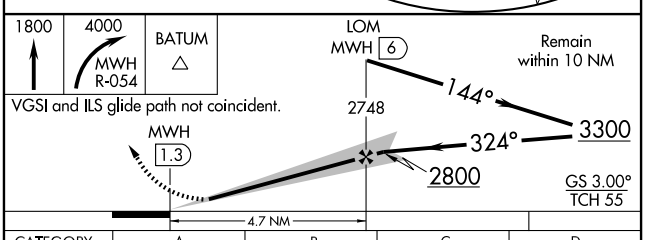
For inoperative MALSR, increase S-LOC 32R Cat. D visibility to RVR 5000. If local altimeter setting not received, use Ephrata altimeter setting and increase all DA/MDAs 40 feet. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold, continue climb-in-hold to 4000.

ATIS	GRANT COUNTY APP CON *	GRANT COUNTY TOWER *	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 128.0 257.8	121.9	122.95

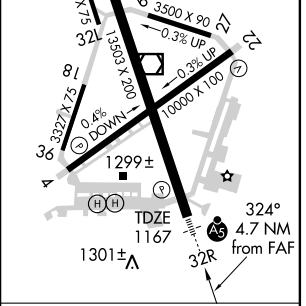




CATEGORY	A	B	C	D
S-ILS 32R		*1367/24 200 (200-½)		
S-LOC 32R		1440/24 273 (300-½)		1440/40 273 (300-¾)
CIRCLING	1680-1 491 (500-1)		1680-1½ 491 (500-1½)	1740-2 551 (600-2)

ELEV 1189

HIRL Rwy 14L-32R
REIL Rwys 4, 14L, and 22
MIRL Rwys 4-22 and 18-36

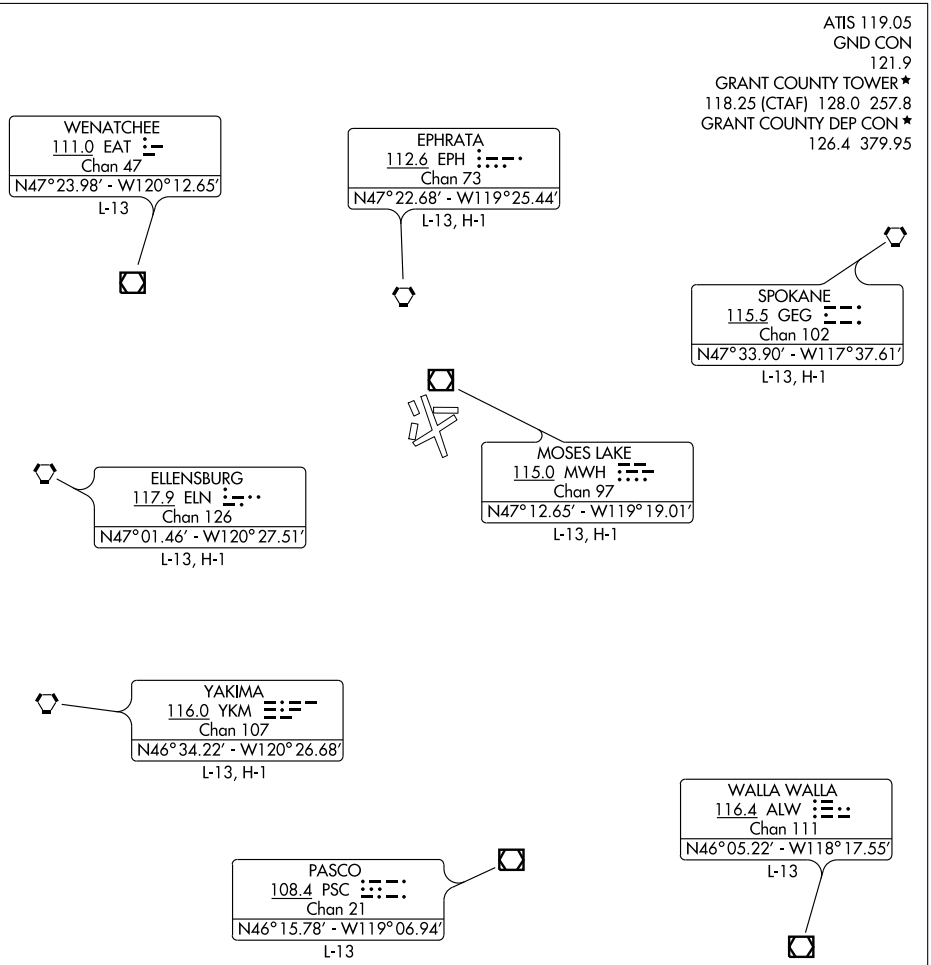


FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MOSES THREE DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Fly runway heading, or ATC assigned heading, for vector to assigned route/fix. Maintain 5000′ or ATC assigned altitude. Expect clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions received for 1 minute after departure, maintain runway heading, or ATC assigned heading to 6000′, then climbing right turn to filed altitude, direct MWH VOR/DME, then via assigned fix/route.

NW-1, 26 AUG 2010 to 23 SEP 2010

LOM MW	APP CRS	Rwy Idg	13503
408	324°	TDZE	1164
		Apt Elev	1185

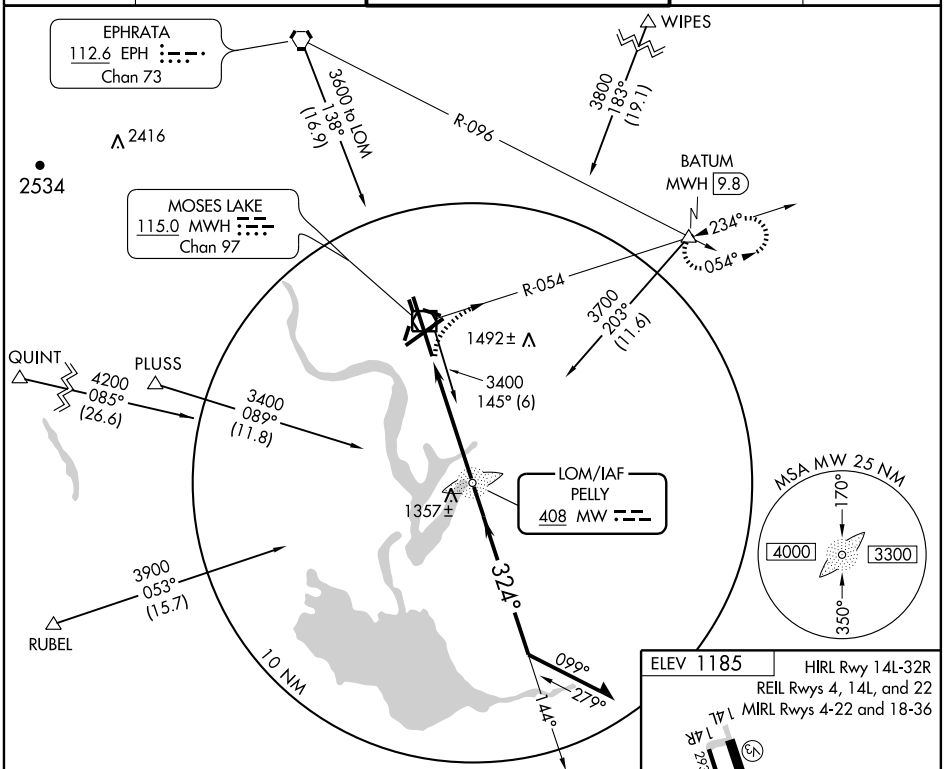
NDB RWY 32R

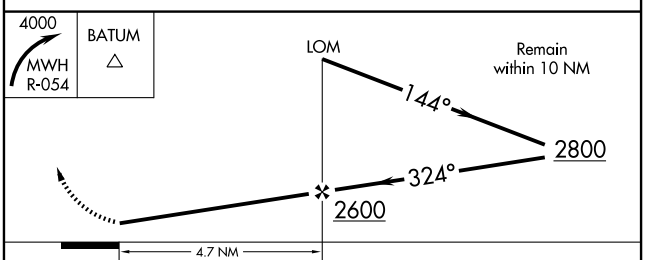
MOSES LAKE/ GRANT COUNTY INTL (MWH)

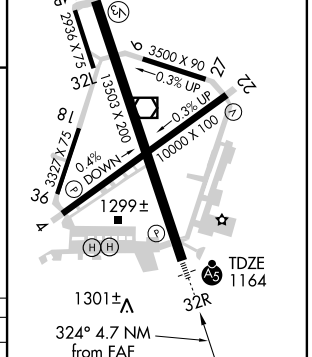
MALSR

MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 128.0 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-32R	1680/40	516 (500-¾)	1680/50 516 (500-1)	1680-1½ 516 (500-1½)
CIRCLING	1680-1	495 (500-1)	1680-1½ 495 (500-1½)	1740-2 555 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 42809 W04A	APP CRS 036°	Rwy Idg 10000 TDZE 1189 Apt Elev 1189

RNAV (GPS) RWY 4

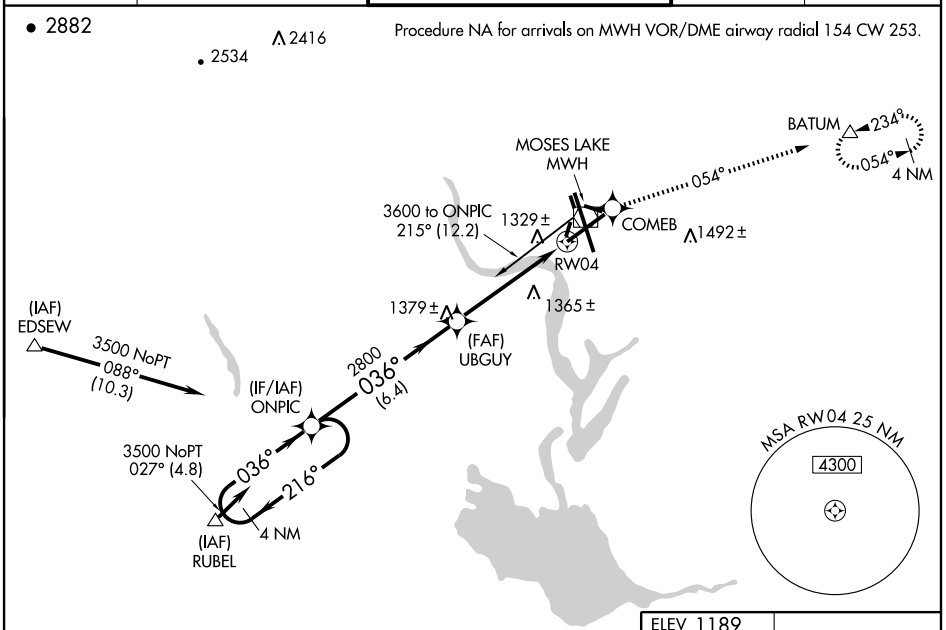
MOSES LAKE/ GRANT COUNTY INTL (MWH)

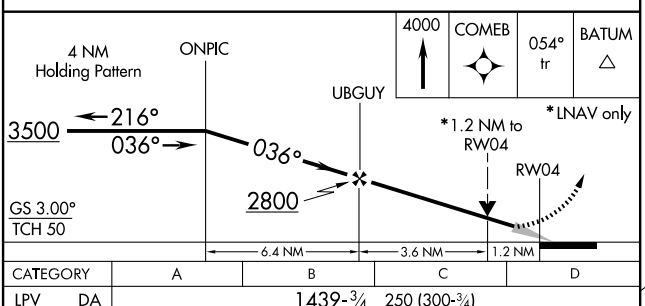
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ephrata altimeter setting and increase all DA/MDA 40 feet and increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ephrata altimeter setting.

MISSED APPROACH: Climb to 4000 direct COMEB and via 054° track to BATUM and hold, continue climb-in-hold to 4000.

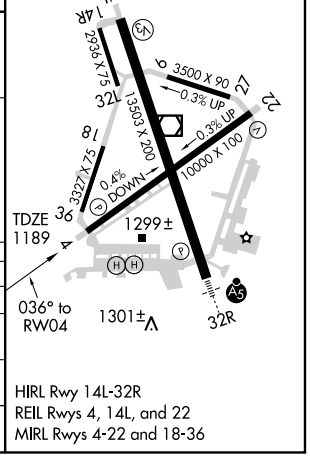
ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) 128.0 257.8	121.9	122.95

Procedure NA for arrivals on MWH VOR/DME airway radial 154 CW 253.





CATEGORY	A	B	C	D
LPV DA	1439-¾ 250 (300-¾)			
LNAV/VNAV DA	1636-1½ 447 (500-1½)			
LNAV MDA	1620-1 431 (500-1)		1620-1¼ 431 (500-1¼)	1620-1½ 431 (500-1½)
CIRCLING	1660-1 471 (500-1)		1660-1½ 471 (500-1½)	1740-2 551 (600-2)



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 90509 W14A	APP CRS 144°	Rwy Idg 13503 TDZE 1169 Apt Elev 1189

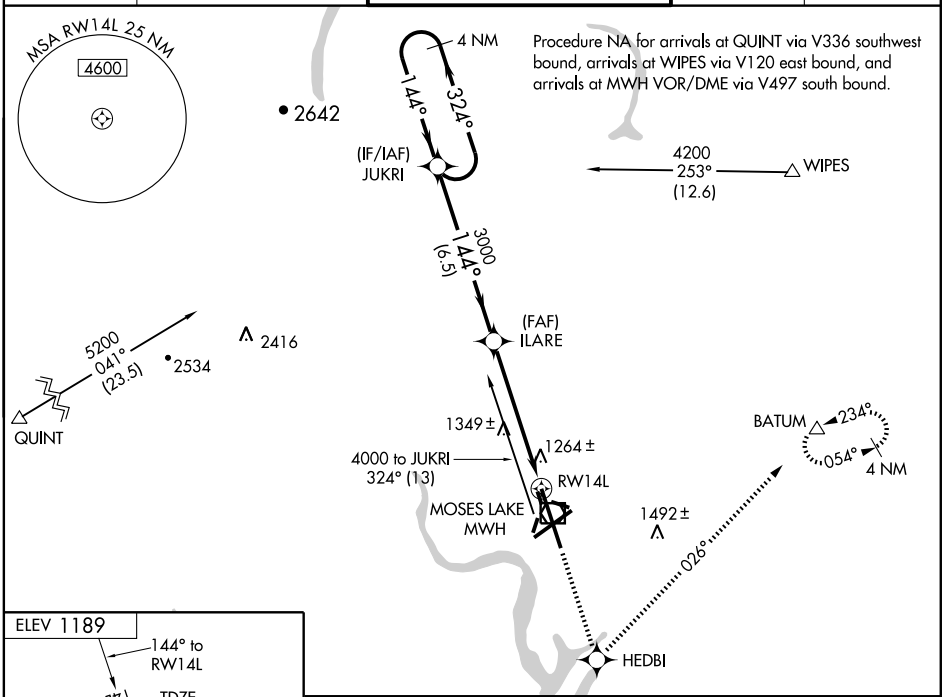
RNAV (GPS) RWY 14L

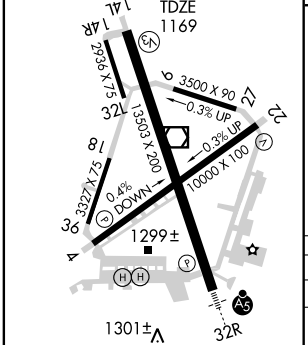
MOSES LAKE/ GRANT COUNTY INTL (MWH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Ephrata altimeter setting. When local altimeter setting not received, use Ephrata altimeter setting and increase all DA/MDA 40 feet and increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile.

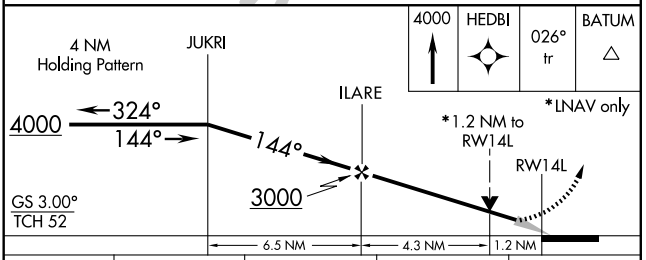
MISSED APPROACH: Climb to 4000 direct HEDBI and via 026° track to BATUM and hold, continue climb-in-hold to 4000.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) 128.0 257.8	121.9	122.95





HIRL Rwy 14L-32R
REIL Rwys 4, 14L, and 22
MIRL Rwys 4-22 and 18-36



CATEGORY	A	B	C	D
LPV DA	1419-¾ 250 (300-¾)			
LNAV/VNAV DA	1622-1½ 453 (500-1½)			
LNAV MDA	1600-1 431 (500-1)		1600-1¼ 431 (500-1¼)	1600-1½ 431 (500-1½)
CIRCLING	1660-1 471 (500-1)		1660-1½ 471 (500-1½)	1740-2 551 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	10000
CH 70410	216°	TDZE	1166
W22A		Apt Elev	1189

RNAV (GPS) RWY 22

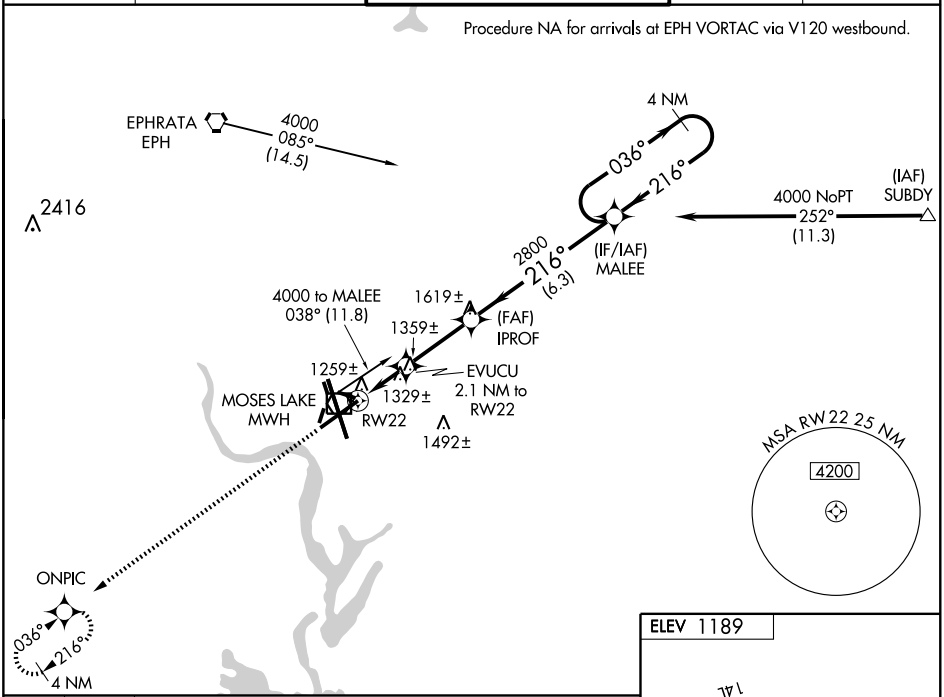
MOSES LAKE/ GRANT COUNTY INTL (MWH)

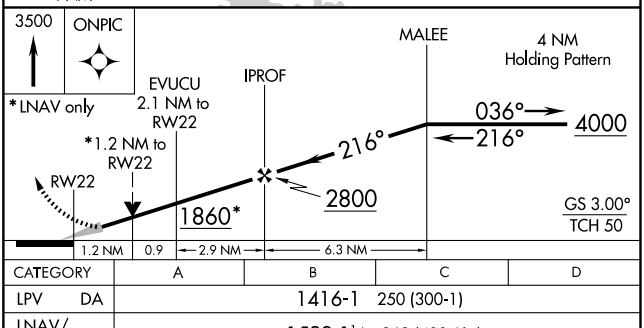
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Ephrata altimeter setting. When local altimeter setting not received, use Ephrata altimeter setting and increase all DA/MDA 40 feet and increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

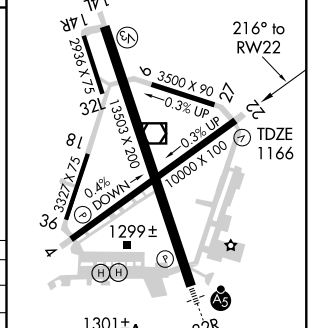
MISSED APPROACH: Climb to 3500 direct ONPIC and hold.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 128.0 257.8	121.9	122.95

Procedure NA for arrivals at EPH VORTAC via V120 westbound.







CATEGORY	A	B	C	D
LPV DA	1416-1 250 (300-1)			
LNAV/VNAV DA	1529-1¼ 363 (400-1¼)			
LNAV MDA	1580-1 414 (400-1)		1580-1¼ 414 (400-1¼)	
CIRCLING	1660-1 471 (500-1)		1660-1½ 471 (500-1½)	1740-2 551 (600-2)

HIRL Rwy 14L-32R
REIL Rwys 4, 14L, and 22
MIRL Rwys 4-22 and 18-36

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	13503
CH 77799	324°	TDZE	1164
W32A		Apt Elev	1185

RNAV (GPS) RWY 32R

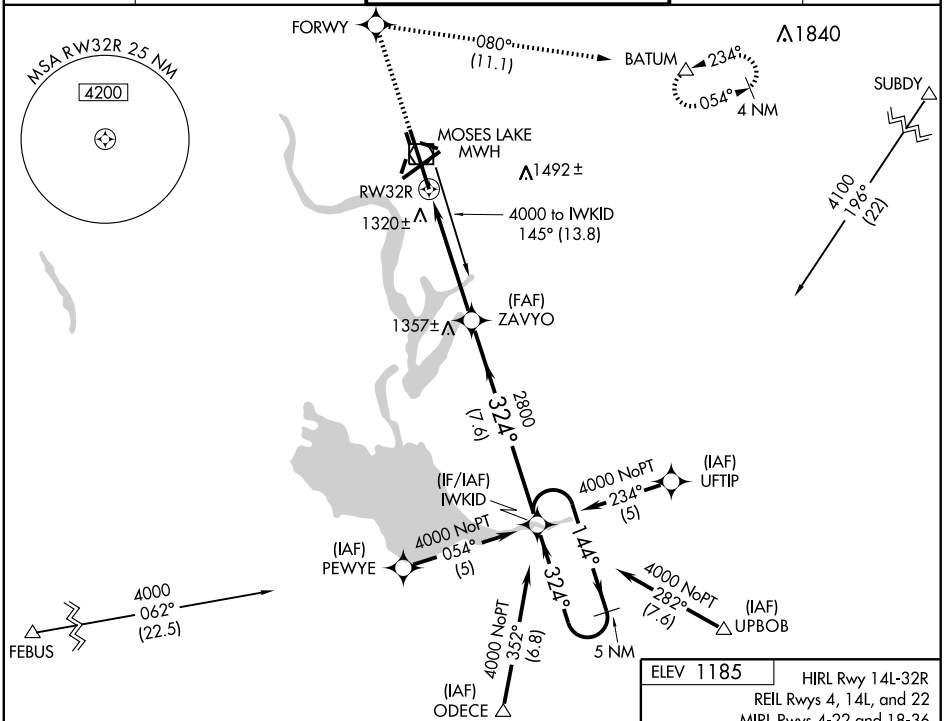
MOSES LAKE/GRANT COUNTY INTL (MWH)

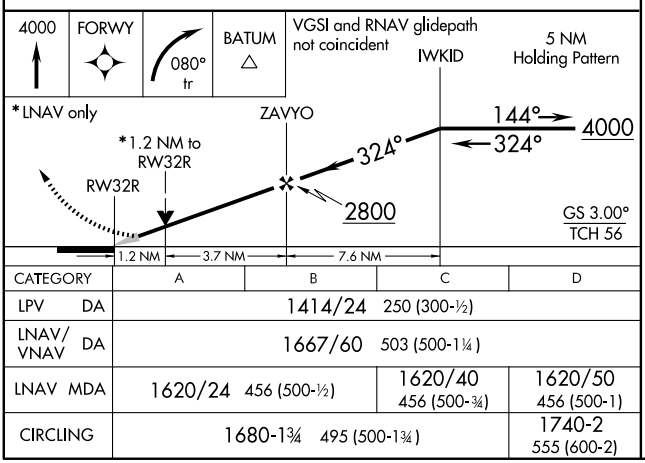
DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (1°F). For inoperative MALSR increase LPV all Cats visibility to RVR 4000, and LNAV Cat D visibility to 1½.

MALSR

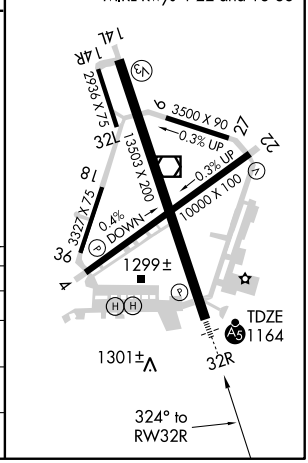
MISSED APPROACH: Climb to 4000 direct FORWY and right turn via 080° track to BATUM and hold, continue climb-in-hold to 4000.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) 128.0 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1414/24 250 (300-½)			
LNAV/VNAV DA	1667/60 503 (500-1¼)			
LNAV MDA	1620/24 456 (500-½)		1620/40 456 (500-¾)	1620/50 456 (500-1)
CIRCLING	1680-1¾ 495 (500-1¾)			1740-2 555 (600-2)



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

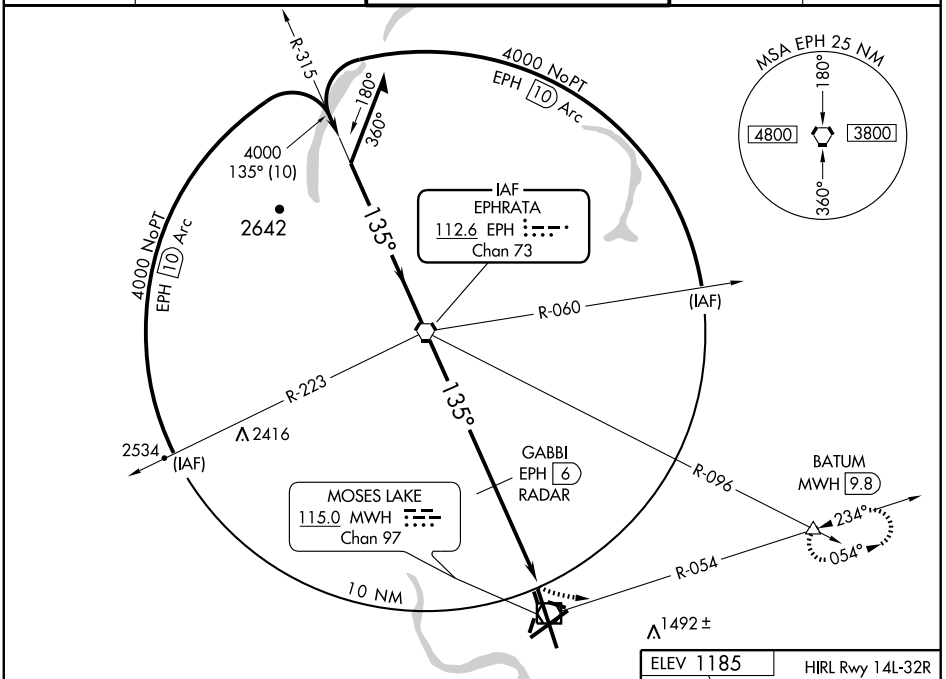
VORTAC EPH 112.6 Chan 73	APP CRS 135°	Rwy Idg 13503 TDZE 1166 Apt Elev 1185

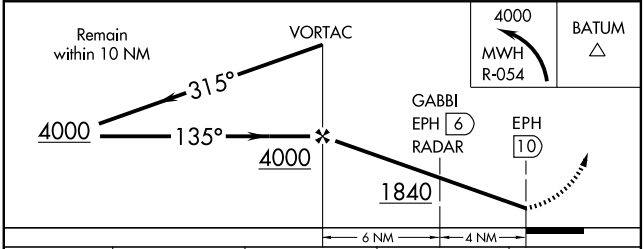
VOR-1 RWY 14L

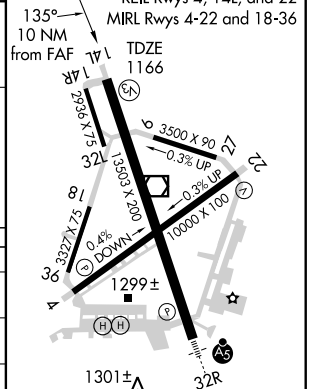
MOSES LAKE/GRANT COUNTY INTL (MWH)

MISSED APPROACH: Climbing left turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) 128.0 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-14L	1840-1 674 (700-1)		1840-2 674 (700-2)	1840-2¼ 674 (700-2¼)
CIRCLING	1840-1 655 (700-1)		1840-1¾ 655 (700-1¾)	1840-2 655 (700-2)
GABBI DME or RADAR MINIMUMS				
S-14L	1640-1 474 (500-1)		1640-1¼ 474 (500-1¼)	1640-1½ 474 (500-1½)
CIRCLING	1680-1 495 (500-1)		1680-1½ 495 (500-1½)	1740-2 555 (600-2)

FAF to MAP 10 NM					
Knots	60	90	120	150	180
Min:Sec	10:00	6:40	5:00	4:00	3:20

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

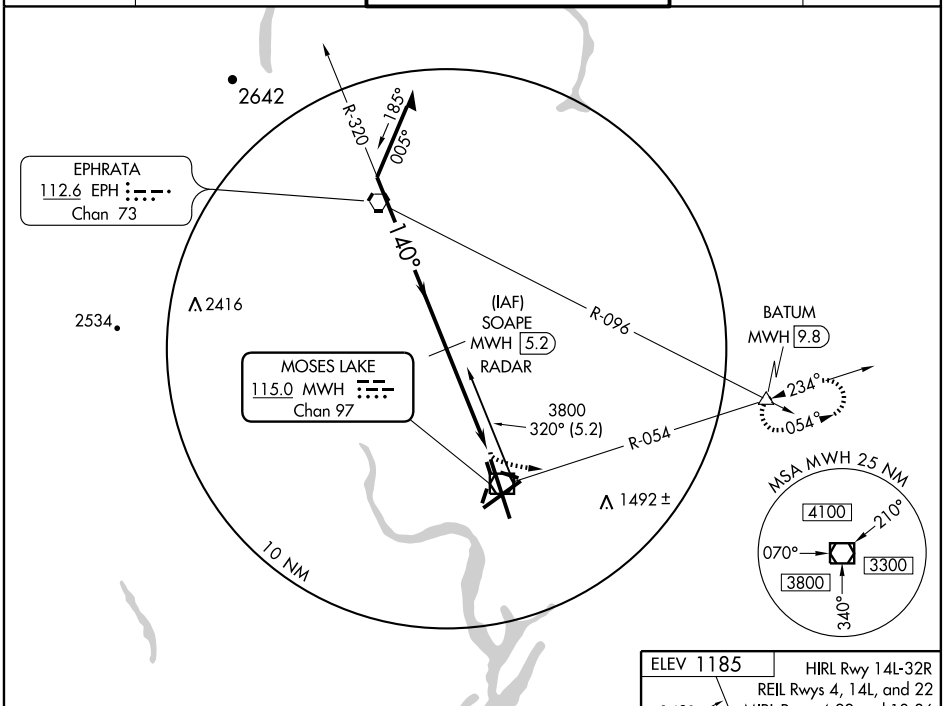
VOR/DME MWH 115.0 Chan 97	APP CRS 140°	Rwy Idg 13503 TDZE 1166 Apt Elev 1185

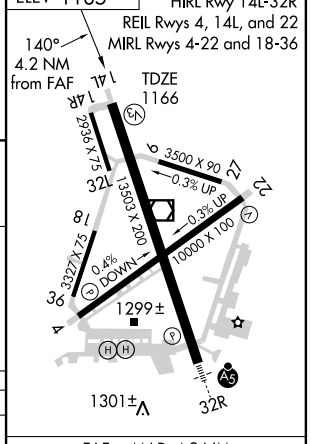
VOR-3 RWY 14L

MOSES LAKE/ GRANT COUNTY INTL (MWH)

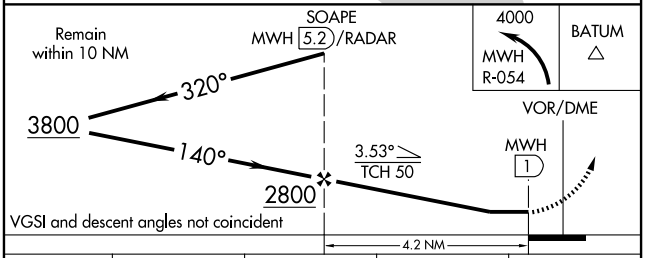
MISSED APPROACH: Climbing left turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 128.0 257.8	121.9	122.95





RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-14L	1620-1 454 (500-1)		1620-1¼ 454 (500-1¼)	1620-1½ 454 (500-1½)
CIRCLING	1680-1 495 (500-1)		1680-1½ 495 (500-1½)	1740-2 555 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

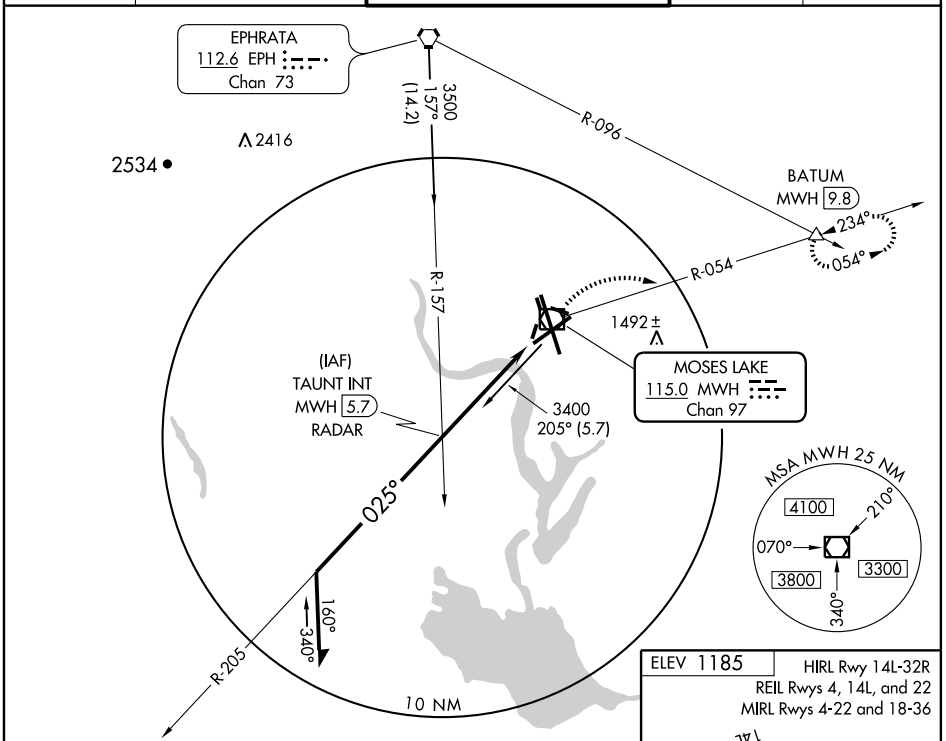
VOR/DME MWH	APP CRS	Rwy Idg	10000
115.0	025°	TDZE	1185
Chan 97		Apt Elev	1185

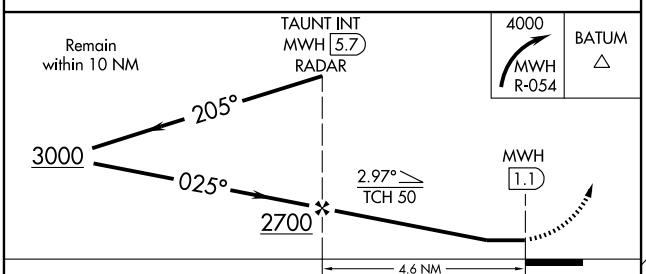
VOR RWY 4

MOSES LAKE/ GRANT COUNTY INTL (MWH)

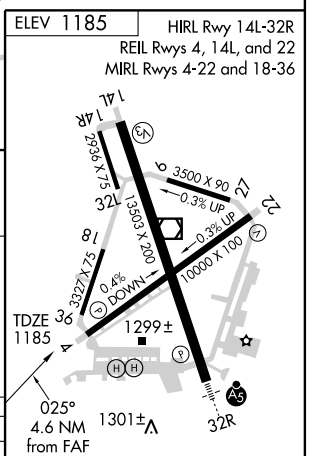
MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) 128.0 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-4	1620-1 435 (500-1)		1620-1¼ 435 (500-1¼)	1620-1½ 435 (500-1½)
CIRCLING	1680-1 495 (500-1)		1680-1½ 495 (500-1½)	1740-2 555 (600-2)



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

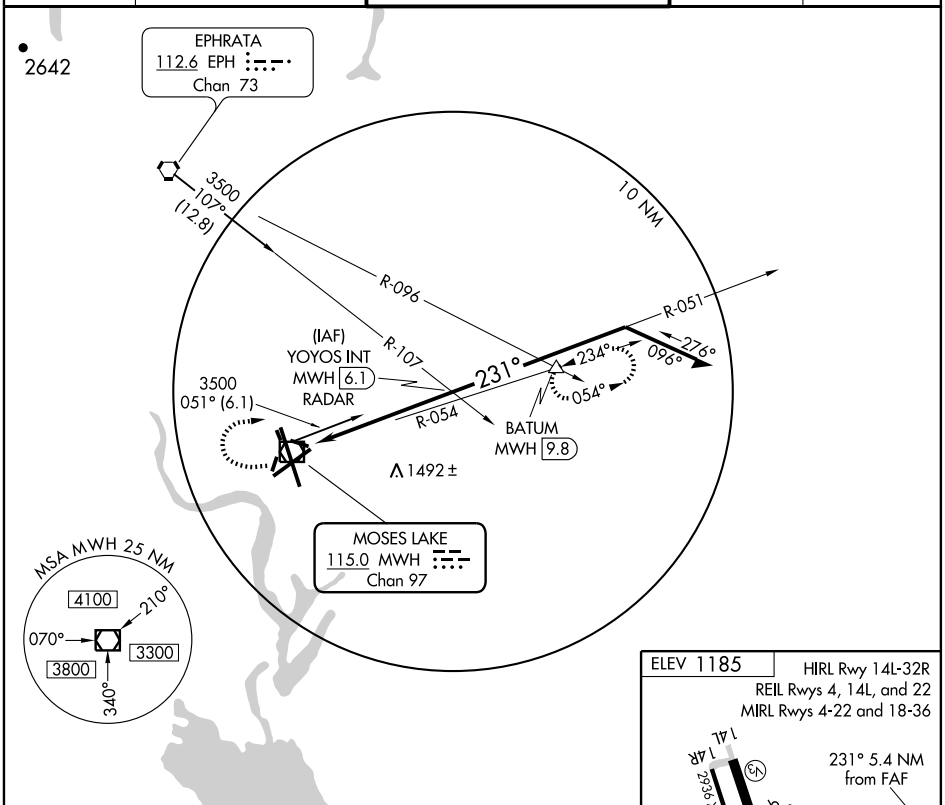
VOR/DME MWH 115.0 Chan 97	APP CRS 231°	Rwy Idg 10000 TDZE 1161 Apt Elev 1185

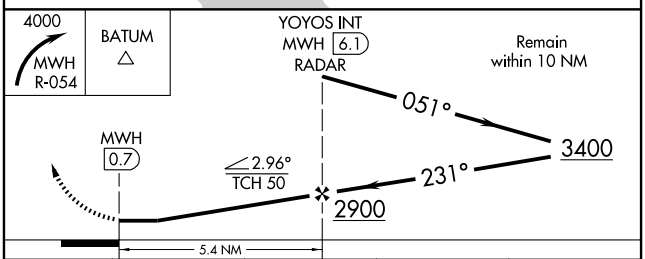
VOR RWY 22

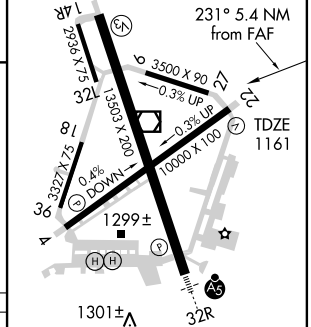
MOSES LAKE/GRANT COUNTY INTL (MWH)

MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) 128.0 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-22	1760-1 599 (600-1)		1760-1½ 599 (600-1½)	1760-1¾ 599 (600-1¾)
CIRCLING	1760-1 575 (600-1)		1760-1½ 575 (600-1½)	1760-2 575 (600-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME MWH 115.0 Chan 97	APP CRS 325°	Rwy Idg 13503 TDZE 1164 Apt Elev 1185

VOR RWY 32R

MOSES LAKE/ GRANT COUNTY INTL (MWH)

MALSR

MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 128.0 257.8	121.9	122.95

EPHRATA
112.6 EPH
Chan 73

WIPES
3900
197°
(14.8)

R-096

2416

2534

MOSES LAKE
115.0 MWH
Chan 97

BATUM
MWH 9.8
234°
054°

R-054

1492±

3400
145° (6)

1314±

1357±

LOM/IAF
PELLY
408 MW
MWH 6

325°

MSA MWH 25 NM
4100
210°
070°
3800
3300
340°

10 NM

100°
280°
R-145

ADF or DME REQUIRED

4000
MWH
R-054

BATUM

PELLY LOM
MWH 6

Remain within 10 NM

145°
2800
325°
2600

VOR/DME

1.3
4.7 NM

ELEV 1185

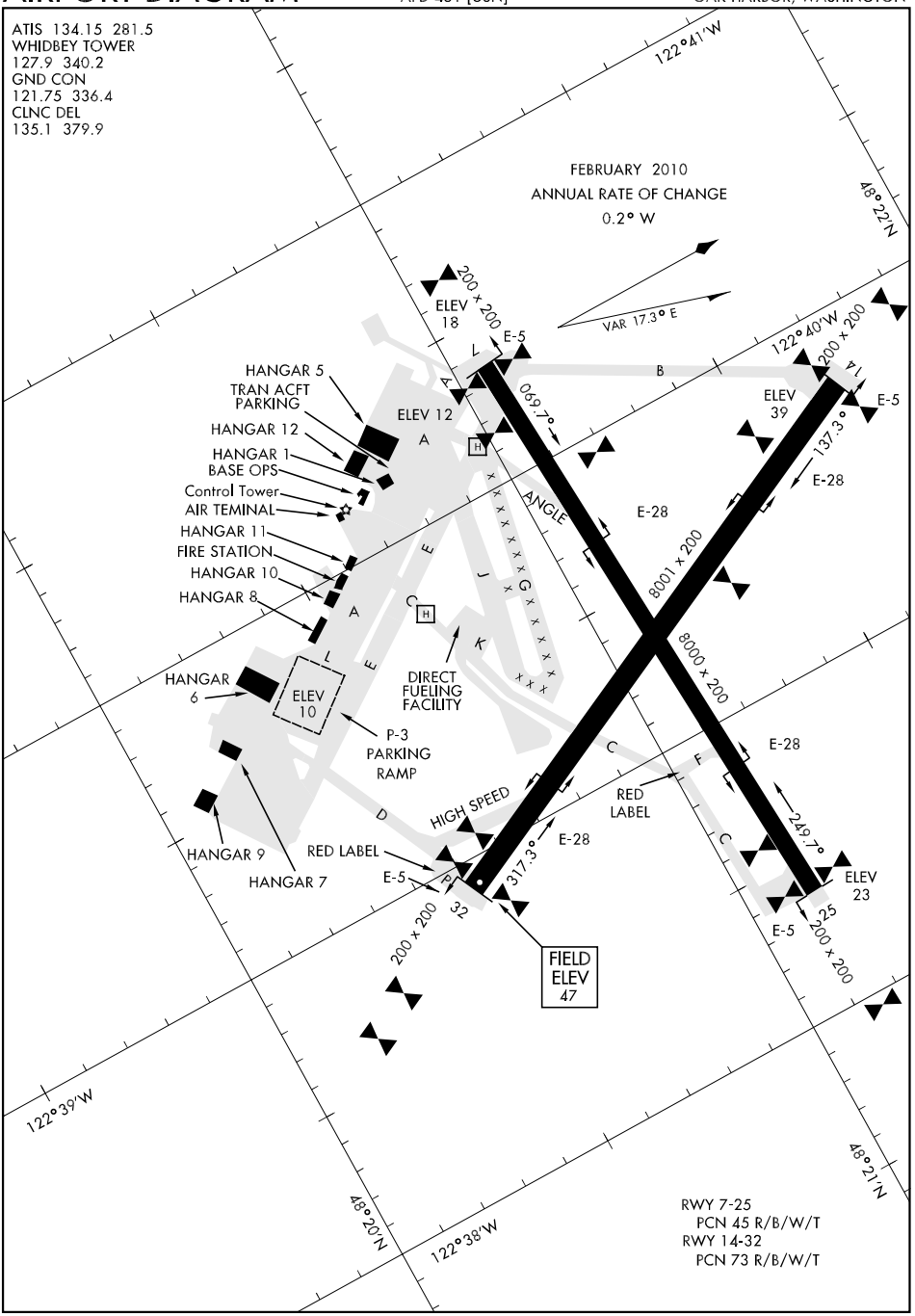
14
14R
2936 X 75
32L
13503 X 200
3500 X 90
0.3% UP
27
22
18
0.3% UP
10000 X 100
3327 X 75
0.4% DOWN
36
1299±
TDZE
1164
1301±
32R

325° 4.7 NM from FAF

HIRL Rwy 14L-32R
REIL Rwys 4, 14L, and 22
MIRL Rwys 4-22 and 18-36

CATEGORY	A	B	C	D
S-32R	1620/24	456 (500-½)	1620/40 456 (500-¾)	1620/50 456 (500-1)
CIRCLING	1680-1	495 (500-1)	1680-1½ 495 (500-1½)	1740-2 555 (600-2)

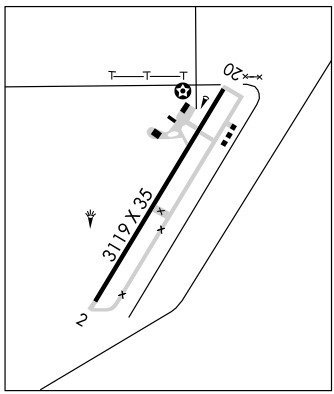
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WHIDBEY ISLAND NAS (AULT FLD) (NUW) (KNUW) N 3 N UTC−8(−7DT) **SEATTLE**
N48°21.11′ W122°39.36′ **H–1B, L–1E**
47 B TPA—See Remarks NOTAM FILE NUW Not insp. **DIAP, AD**
RWY 14–32: H8001X200 (CONC) PCN 73 R/B/W/T HIRL CL
RWY 14: ALSF1. OLS. TDZL. REIL. **RWY 32:** ALSF1. OLS. TDZL. REIL.
RWY 07–25: H8000X200 (CONC) PCN 45 R/B/W/T HIRL
RWY 07: OLS. REIL. **RWY 25:** ALSF1. REIL. OLS.
ARRESTING GEAR/SYSTEM
RWY 14 ← HOOK E5 (15′ OVRN) HOOK E28(B) (1420′) HOOK E28(B) (1926′) HOOK E5 (14′ OVRN →) **RWY 32**
RWY 07 ← HOOK E5 (15′ OVRN) HOOK E28(B) (2425′) HOOK E28(B) (1930′) HOOK E5 (15′ OVRN →) **RWY 25**
MILITARY SERVICE: A–GEAR E5 RATINGS—07–355 HEAVY WEIGHT (DRY), 25–335 HEAVY WEIGHT (DRY), 14–620 HEAVY WEIGHT (DRY), 32–595 HEAVY WEIGHT (DRY). **JASU** 1(NC–8A/A1) 1(NC–10C) 1(GTC–85/GTE–85) 1(NCPP–105/RCPT–105) **FUEL** J8, J5 **FLUID** SP PRESEAIR De–ice LHOX LOX **OIL** O–156 SOAP
TRAN ALERT Transient crews must be ready to provide technical direction/assistance in svc/maintenance. Ltd svc/maintenance avbl Mon–Fri 1500–2300Z‡, no maintenance Sat, Sun and holidays. Air terminal opr 1400–0200Z‡, as rqr other times.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** PPR for all acft except Search and Rescue/Medevac ctc Air Terminal Supervisor, 1430–0100Z‡ at DSN 820–2604/6707, C360–257–2604/6707. Prior coordination/flt advisory rqr for AMC/JOSAC/NALO missions. **CAUTION** All E5 overrun A–Gear rigged at all times, accidental engagement in the wrong direction will result in acft damage and may result in injury or loss of life. Bird hazard, See FLIP AP/1 Supplementary Arpt Remark. **TFC PAT** TPA—Overhead initial 3000(2953), overhead break 1500(1453) day, 1700(1653) night, pattern alt 1000(953) day, 1200(1153) night. Reduced rwy separation standard in effect USN/USMC acft. UHF equipped acft use UHF twr frequency. **CSTMS/AG/IMG** Avbl only for Whidbey based military acft from Canada, 48 hr prior notice, ctc OPS Duty Officer DSN 820–2681/2682, C360–257–2681/2682. Base OPS DSN 820–2884/2885, C360–257–2884–2885. **MISC** Precision Approach and Landing Systems Data Link frequency 313.3, TRN–28 Chan 18.
COMMUNICATIONS: ATIS 134.15 281.5
Ⓡ **APP/DEP CON** 118.2 285.65 (West) 120.7 270.8 (East)
TOWER 127.9 340.2 **GND CON** 121.75 336.4 **CLNC DEL** 124.15 135.1 379.9
PRE TAXI CLNC 124.15 135.1 380.0
PMSV METRO 343.4 **BASE OPS** 350.1
AIRSPACE: CLASS C svc ctc **APP CON.**
RADIO AIDS TO NAVIGATION: NOTAM FILE NUW.
(H) TACAN NUW (113.8) Chan 85 N48°21.30′ W122°39.71′ at fld. 51/18E. TACAN unusable 133°–163° byd 30 NM blo 4,000′.
ILS 110.1 I–NUW Rwy 14. Unusable byd 3° W of course and byd 5° E of course due to lack of defined glide path and clearance above path. GS unusable byd 5° left and 3° right of course.
ASR/PAR
COMM/NAV/WEATHER REMARKS: VFR advisory svc ctc APP CON. Pre–taxi clnc 135.1 used for pre taxi clnc at NUW, 124.15 on gnd clnc del at CLM—Port Angeles. Radar see Terminal FLIP for Radar Minima.

WILBUR (2S8) 2 SW UTC−8(−7DT) N47°45.25′ W118°44.59′ **SEATTLE**
2182 B **FUEL** 100LL, JET A NOTAM FILE SEA **L–13A**
RWY 02–20: H3119X35 (ASPH) MIRL
AIRPORT REMARKS: Attended Mon–Fri 1600–0100Z‡. Grvl twy not useable. Rwy 02–20 gravel on shoulders is soft and deep. Acft on agricultural ramp, NE side of arpt parked in primary surface. ACTIVATE MIRL Rwy 02–20 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.
EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47°22.68′ W119°25.44′ 030° 35.7 NM to fld. 1250/21E.



WILLARD FLD (See TEKOA)

HI-TACAN RWY 7

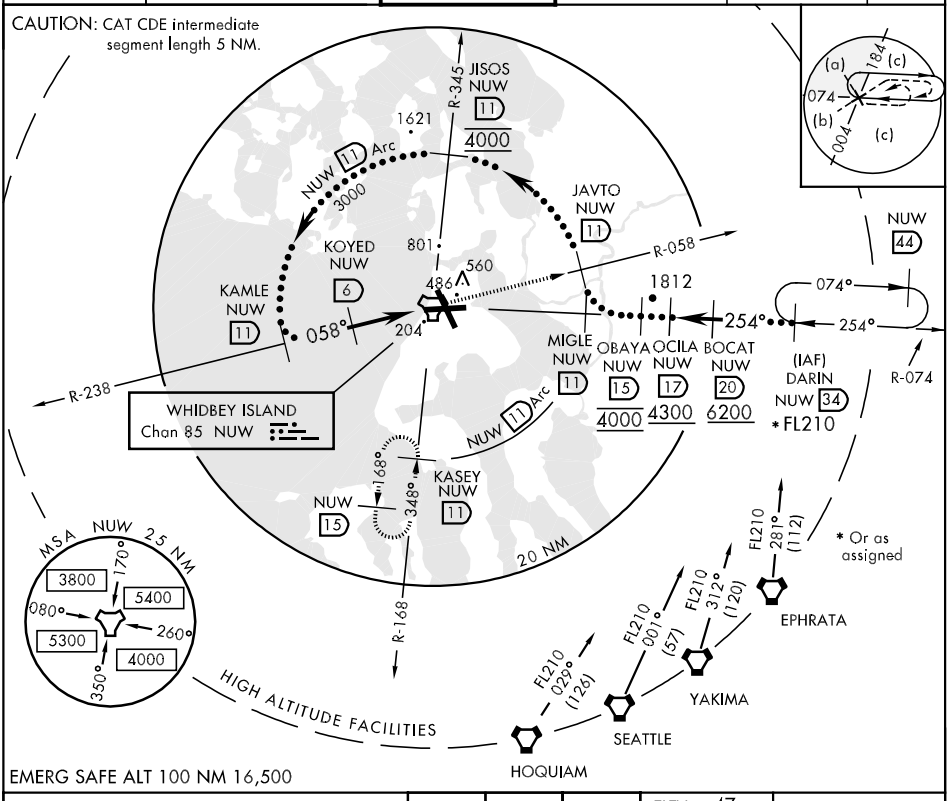
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NUW Chan 85	058°	8000	25	47

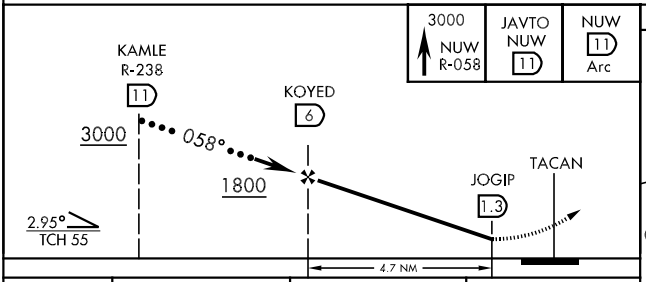
JAL-451 [USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

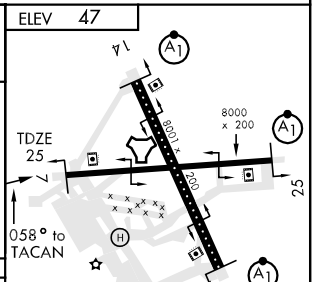
MISSED APPROACH: Climb to 3000 via NUW TACAN R-058 to JAVTO, then arc SE of NUW via 11 DME Arc to KASEY and hold.

ATIS	WHIDBEY APP CON	WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8 EAST 118.2 285.65 WEST	127.9 340.2	121.75 336.4	135.1 379.9	

CAUTION: CAT CDE intermediate segment length 5 NM.







CATEGORY	C	D	E
S-7	460-1¼ 435 (500-1¼)	460-1½ 435 (500-1½)	
CIRCLING	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)	1120-3 1073 (1100-3)

REIL Rwy 7-25, 14-32
TDZ/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 14

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NUW Chan 85	141°	8001	39	47

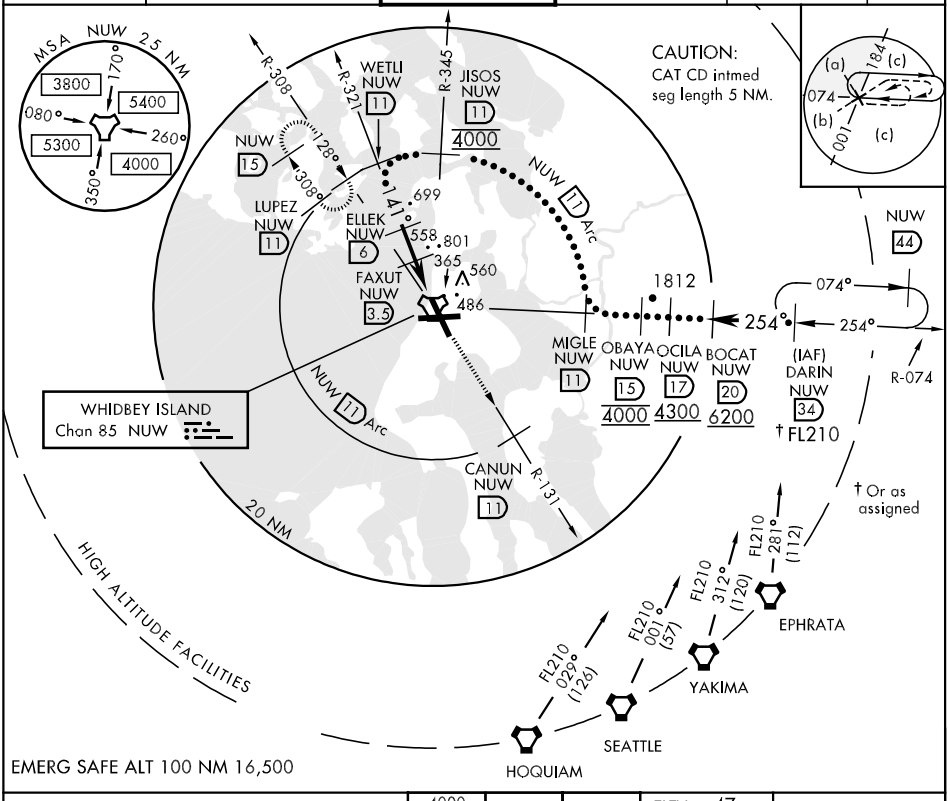
JAL-451 [USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

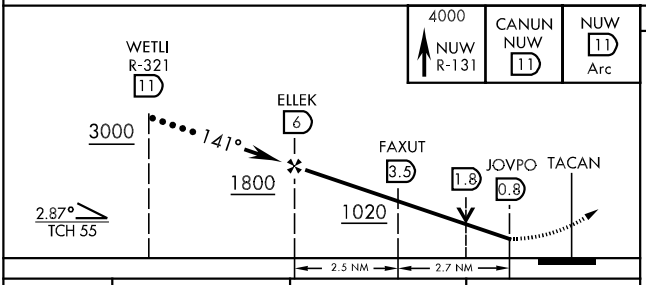
* When ALS inop, increase CAT CD vis to 1½ miles, CAT E to 1¾ miles.

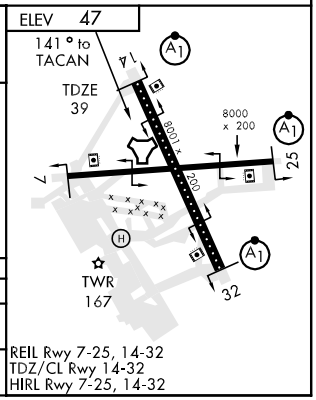
ALSF-1

MISSED APPROACH: Climb to 4000 via NUW TACAN R-131 to CANUN, then arc SW of NUW TACAN via 11 DME Arc to LUPEZ and hold.

ATIS	WHIDBEY APP CON	WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8 EAST 118.2 285.65 WEST	127.9 340.2	121.75 336.4	135.1 379.9	







CATEGORY	C	D	E
S-14 *	560-1 521 (600-1)		560-1¼ 521 (600-1¼)
CIRCLING	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)	1120-3 1073 (1100-3)

REIL Rwy 7-25, 14-32
TDZ/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NUW Chan 85	254°	8000	27	47

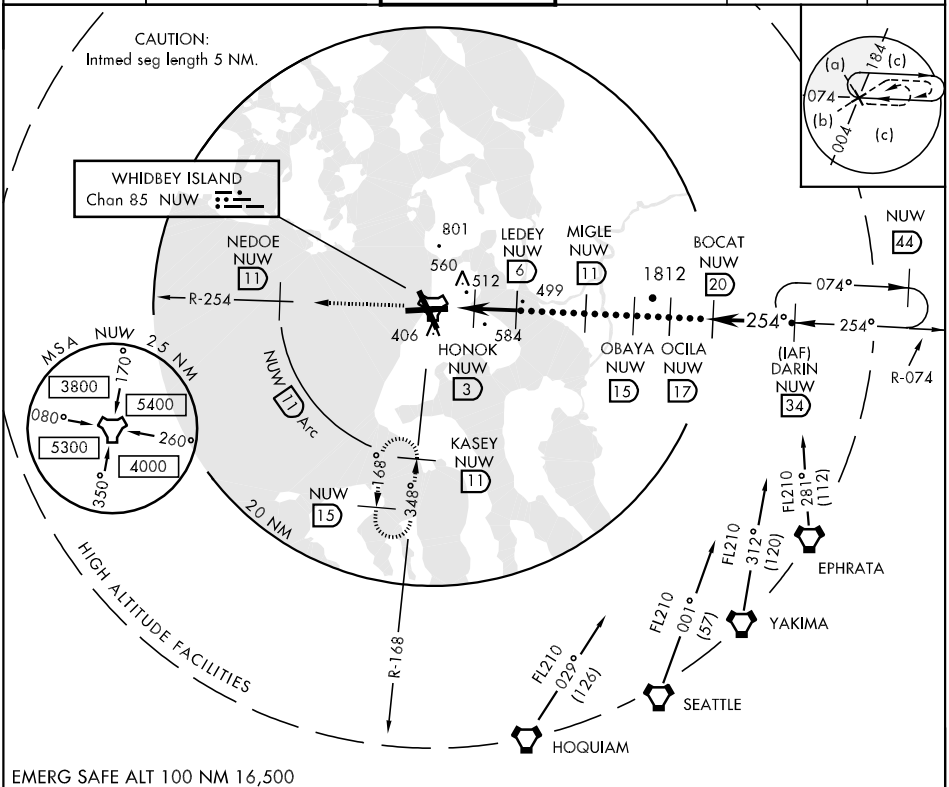
JAL-451 [USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

* When ALS inop, increase CAT C vis to 2 miles, CAT D to 2¼ miles, CAT E to 2½ miles.

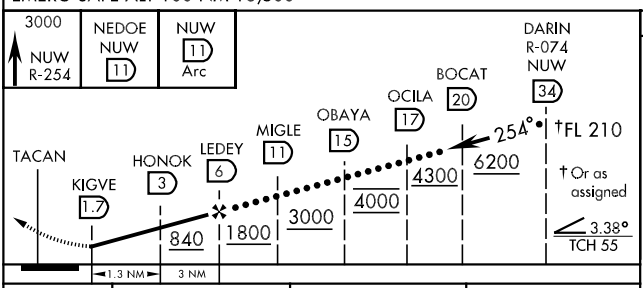
ALSF-1

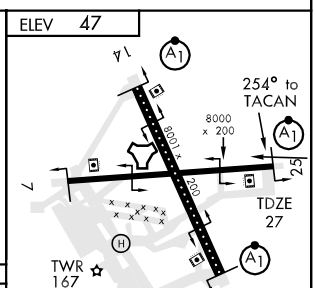
MISSED APPROACH: Climb to 3000 via NUW TACAN R-254 to NEDOE, then arc SW of NUW via 11 DME arc to KASEY and hold.

ATIS	WHIDBEY APP CON	WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8 EAST 118.2 285.65 WEST	127.9 340.2	121.75 336.4	135.1 379.9	



EMERG SAFE ALT 100 NM 16,500





CATEGORY	C	D	E
S-25*	760-1½ 733 (800-1½)	760-1¾ 733 (800-1¾)	760-2 733 (800-2)
CIRCLING	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)	1120-3 1073 (1100-3)

REIL Rwy 7-25, 14-32
TDZ/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 32

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NUW Chan 85	311°	8001	47	47

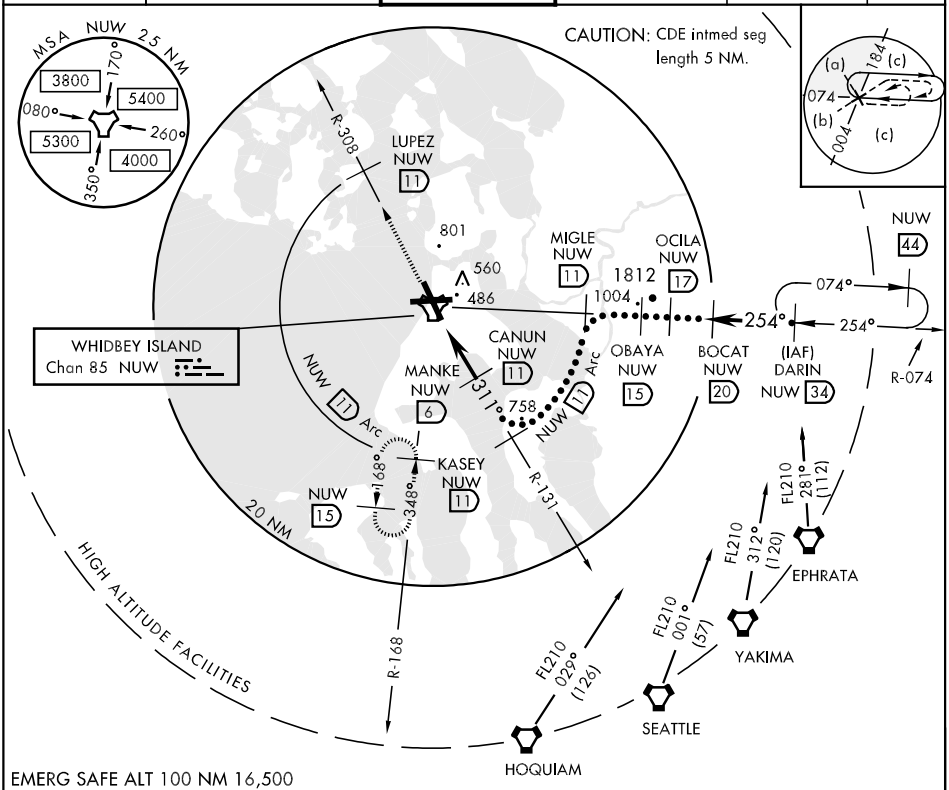
JAL-451 [USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

* When ALS inop, increase CAT C vis to 1¾ miles, CAT D to 2 miles, CAT E to 2¼ miles.

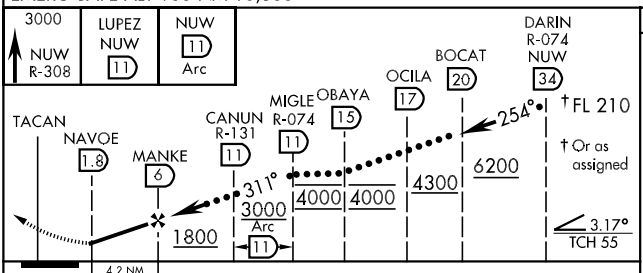
ALSF-1

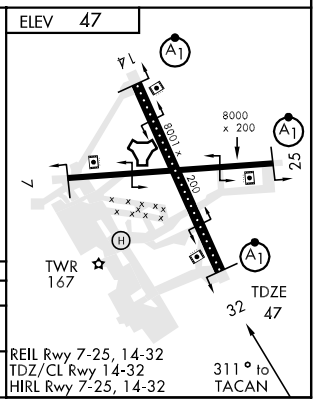
MISSED APPROACH: Climb to 3000 via NUW TACAN R-308 to LUPEZ, then arc W of NUW via 11 DME Arc to KASEY and hold.

ATIS	WHIDBEY APP CON	WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8 EAST 118.2 285.65 WEST	127.9 340.2	121.75 336.4	135.1 379.9	



EMERG SAFE ALT 100 NM 16,500





CATEGORY	C	D	E
S-32*	660-1¼ 613 (700-1¼)	660-1½ 613 (700-1½)	660-1¾ 613 (700-1¾)
CIRCLING	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)	1120-3 1073 (1100-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC/DME RWY 14

LOC I-NUW	APCH CRS	Rwy ldg 8001
110.1	137°	TDZE 39
		Arpt Elev 47

AL-451 [USN]

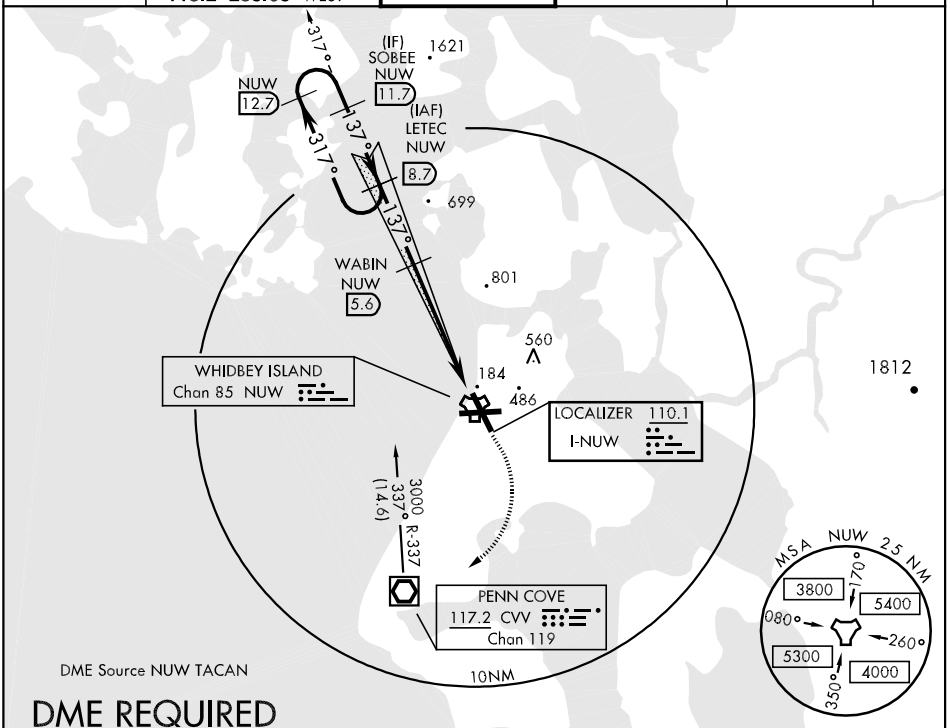
WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE to 1¼ miles.

ALSF-1

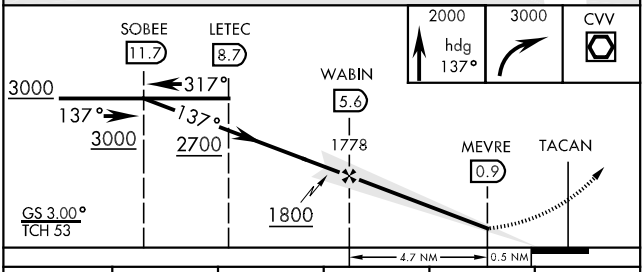
MISSED APPROACH: Climb to 2000 via hdg 137°, then climbing right turn to 3000, direct CVV VOR/DME, then via CVV R-337 to LETEC and hold.

ATIS	WHIDBEY APP CON	WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8 EAST 118.2 285.65 WEST	127.9 340.2	121.75 336.4	135.1 379.9	



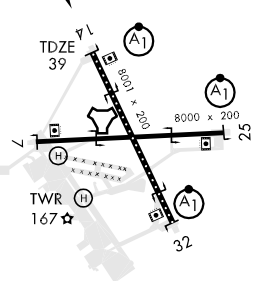
DME REQUIRED

EMERG SAFE ALT 100 NM 16,500



ELEV 47

137° 5.2 NM from FAF



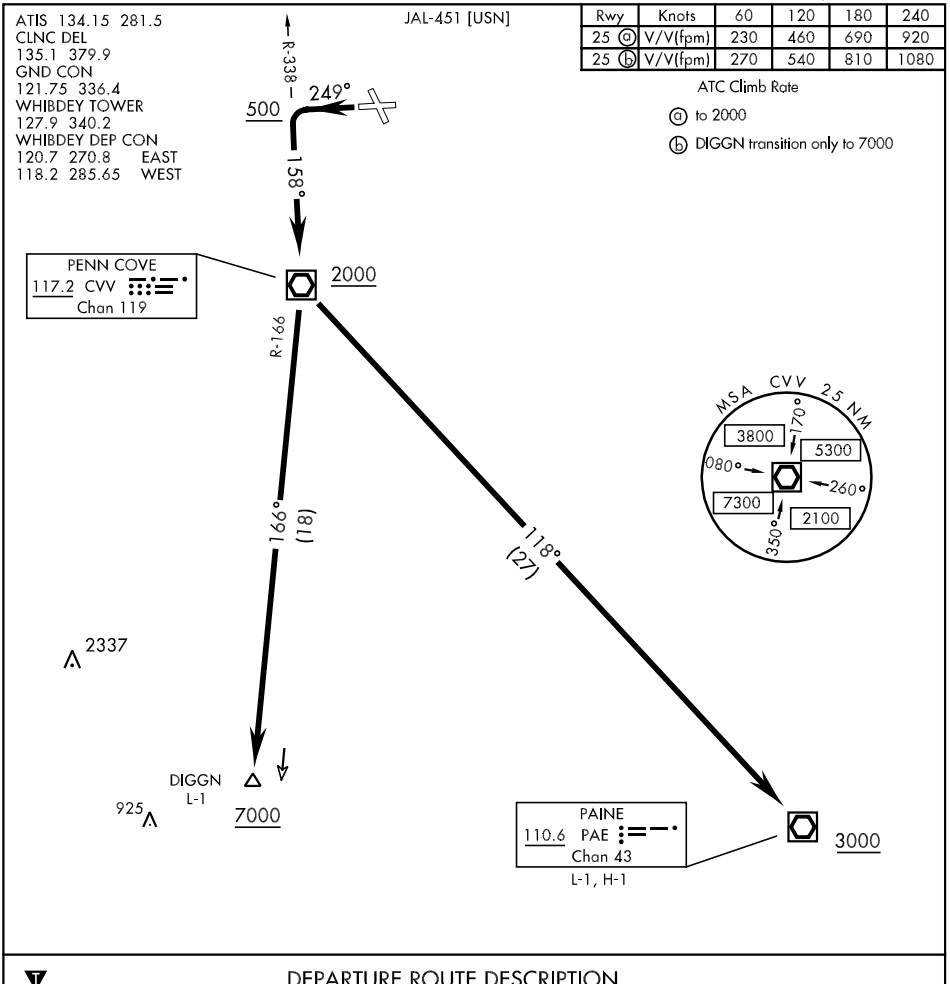
REIL Rwy 7-25, 14-32
TDZL/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

CATEGORY	A	B	C	D	E
S-ILS 14 *	239-½ 200 (200-½)				
S-LOC 14 **	400-½ 361 (400-½)		400-¾ 361 (400-¾)		
CIRCLING	740-1 693 (700-1)	800-1¼ 753 (800-1¼)	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)	1120-3 1073 (1100-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

PENN COVE TWO DEPARTURE (CVV2.CVV)

OAK HARBOR, WASHINGTON



Rwy	Knots	60	120	180	240
25 ⓐ	V/V(fpm)	230	460	690	920
25 ⓑ	V/V(fpm)	270	540	810	1080

ATC Climb Rate

ⓐ to 2000

ⓑ DIGGN transition only to 7000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 25: Climb to 500 feet on heading 249°. Then climbing left turn to intercept CVV VOR/DME R-338 to CVV. Cross CVV at or above 2000 feet. Thence....

....Via assigned transition or fly heading 158° and expect vectors to join assigned route.

DIGGN TRANSITION (CVV2.DIGGN): Via CVV R-166 to DIGGN, cross DIGGN at or above 7000 feet.

PAINE TRANSITION (CVV2.PAE): Via CVV R-118 to PAE VOR/DME. Cross PAE VOR/DME at or above 3000 feet.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 14

WAAS	APCH CRS	Rwy ldg	8001
Chan 50004	137°	TDZE	39
W14A		Arpt Elev	47

AL-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

▼ * When ALS inop, increase CAT ABCD vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

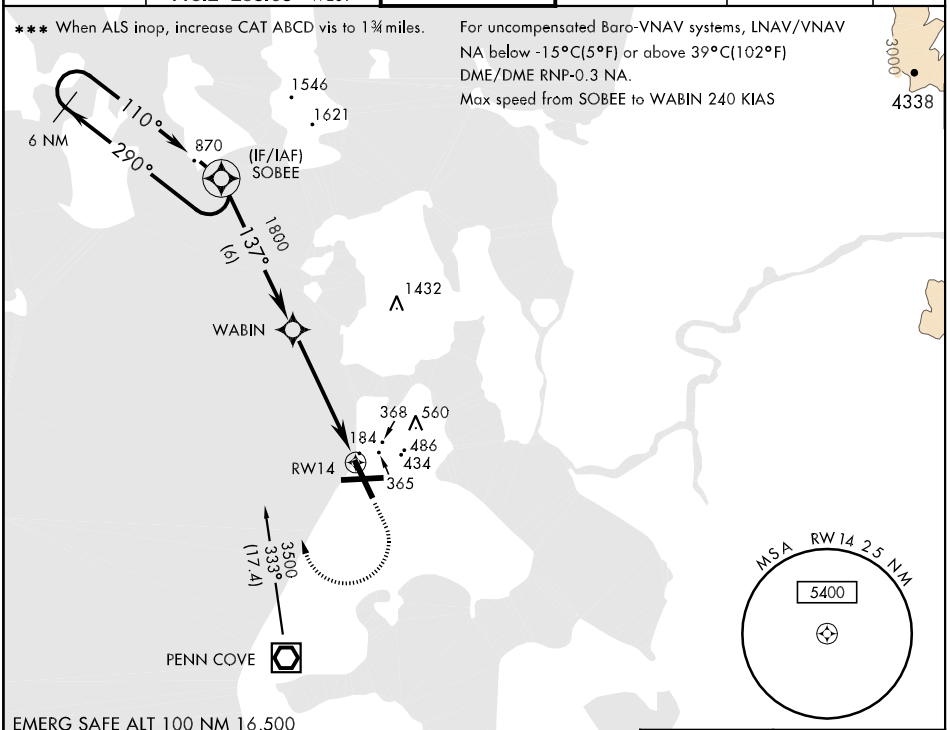
ALSF-1

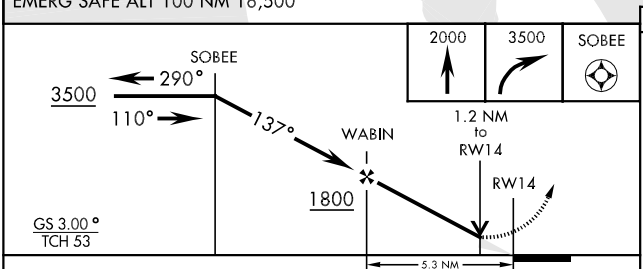
MISSED APPROACH: Climb to 2000, then climbing right turn to 3500 direct SOBEE and hold.

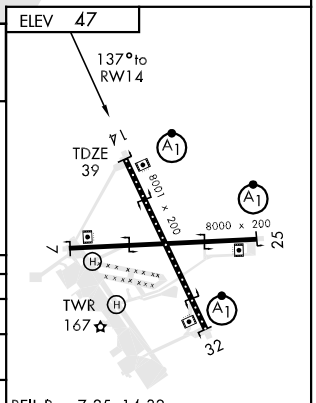
ATIS	WHIDBEY APP CON		WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8	EAST	127.9 340.2	121.75 336.4	135.1 379.9	
	118.2 285.65	WEST				

*** When ALS inop, increase CAT ABCD vis to 1¾ miles.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 39°C(102°F) DME/DME RNP-0.3 NA.
Max speed from SOBEE to WABIN 240 KIAS







REIL Rwy 7-25, 14-32
TDZL/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

CATEGORY	A	B	C	D
LPV DA *	239-½ 200 (200-½)			
LNAV MDA **	480-½ 441 (500-½)		480-¾ 441 (500-¾)	480-1 441 (500-1)
LNAV/VNAV DA ***	529-1¼ 490 (500-1¼)			
CIRCLING	740-1¾ 693 (700-1¾)	800-1¾ 753 (800-1¾)	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 25

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

WAAS Chan 44487 W25A	APCH CRS 249°	Rwy ldg 8000 TDZE 27 Arpt Elev 47	AL-451 [USN]

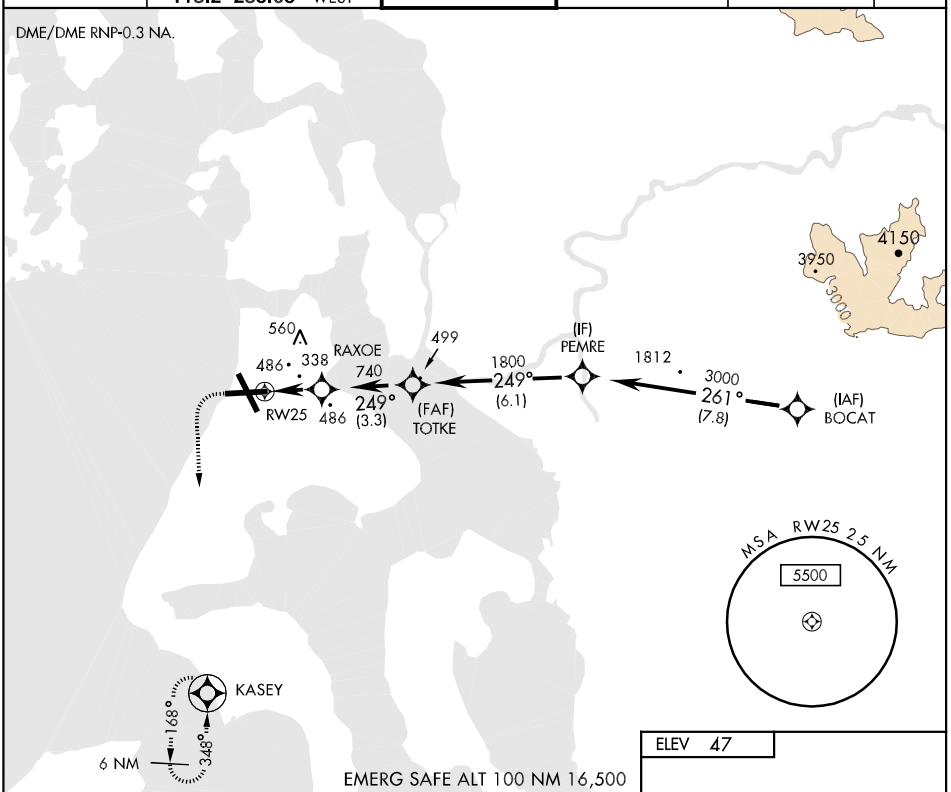
* When ALS inop, increase CAT ABCD vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles.

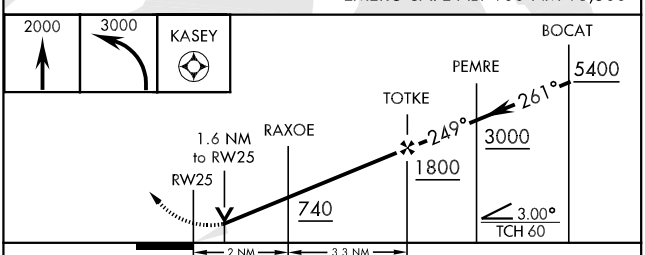
ALSF-1

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct KASEY and hold.

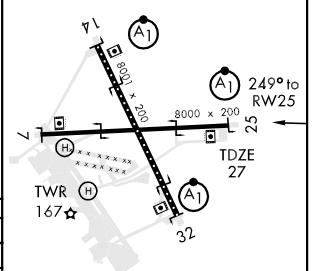
ATIS	WHIDBEY APP CON	WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8 EAST 118.2 285.65 WEST	127.9 340.2	121.75 336.4	135.1 379.9	

DME/DME RNP-0.3 NA.





ELEV 47



CATEGORY	A	B	C	D
LPV DA *	228-½ 201 (200-½)			
LNAV MDA **	600-½ 573 (600-½)		600-1 573 (600-1)	600-1¼ 573 (600-1¼)
CIRCLING	740-1 693 (700-1)	800-1¼ 753 (800-1¼)	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)

REIL Rwy 7-25, 14-32
TDZL/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 7

TACAN	APCH CRS	Rwy Idg	8000
NUW Chan 85	058°	TDZE	25
		Arpt Elev	47

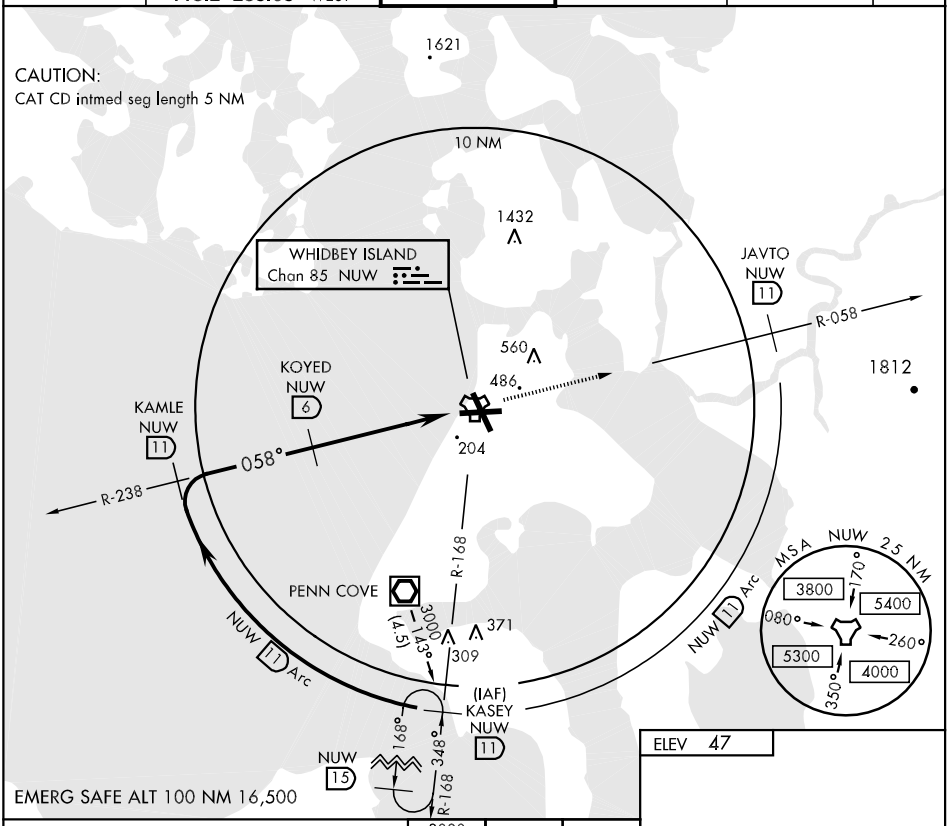
AL-451 [USN]

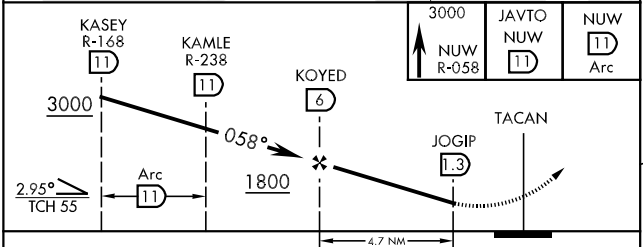
WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

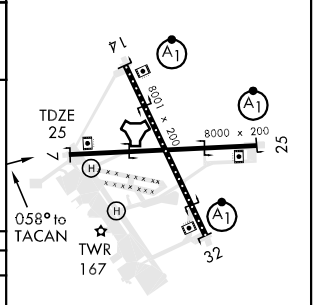
MISSED APPROACH: Climb to 3000 via NUW TACAN R-058 to JAVTO, then arc SE of NUW via 11 DME Arc to KASEY and hold.

ATIS	WHIDBEY APP CON		WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8	EAST	127.9 340.2	121.75 336.4	135.1 379.9	
	118.2 285.65	WEST				

CAUTION:
CAT CD intmed seg length 5 NM







CATEGORY	A	B	C	D
S-7	460-1 435 (500-1)		460-1¼ 435 (500-1¼)	460-1½ 435 (500-1½)
CIRCLING	740-1 693 (700-1)	800-1¼ 753 (800-1¼)	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)

REIL Rwy 7-25, 14-32
TDZL/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 14

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NUW Chan 85	141°	8001	39	47

AL-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

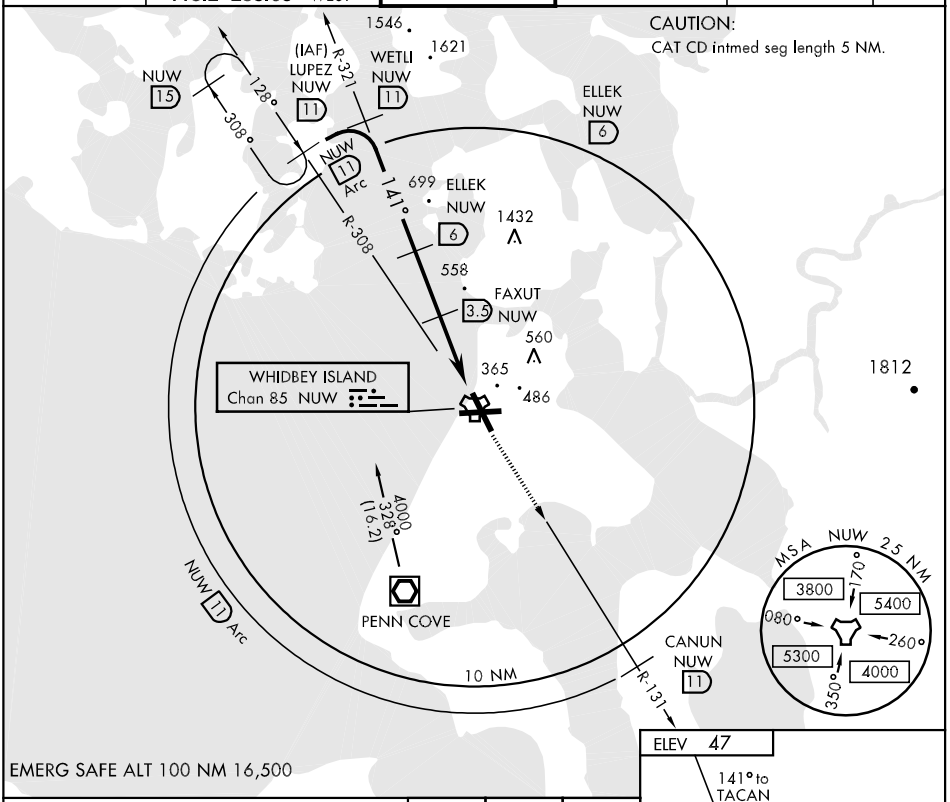
* When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 via NUW TACAN R-131 to CANUN, then arc SW of NUW via 11 DME Arc to LUPEZ and hold.

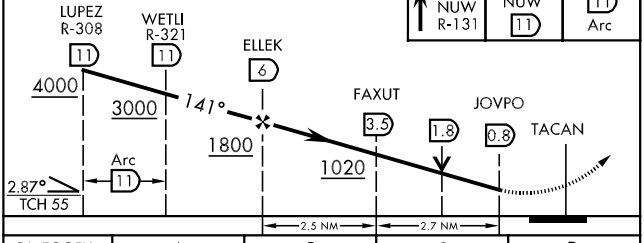
ATIS	WHIDBEY APP CON		WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8	EAST	127.9 340.2	121.75 336.4	135.1 379.9	
	118.2 285.65	WEST				

CAUTION:
CAT CD intmed seg length 5 NM.



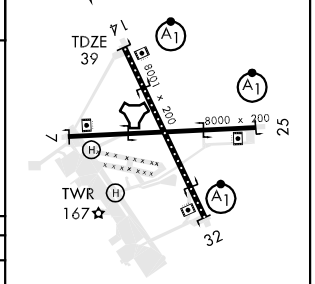
EMERG SAFE ALT 100 NM 16,500

4000 NUW R-131	CANUN NUW 11	NUW 11 Arc



CATEGORY	A	B	C	D
S-14*	560-½ 521 (600-½)		560-1 521 (600-1)	560-1¼ 521 (600-1¼)
CIRCLING	740-1 693 (700-1)	800-1¼ 753 (800-1¼)	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)

ELEV 47



REIL Rwy 7-25, 14-32
TDZL/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

TACAN RWY 25

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NUW Chan 85	254°	8000	27	47

AL-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

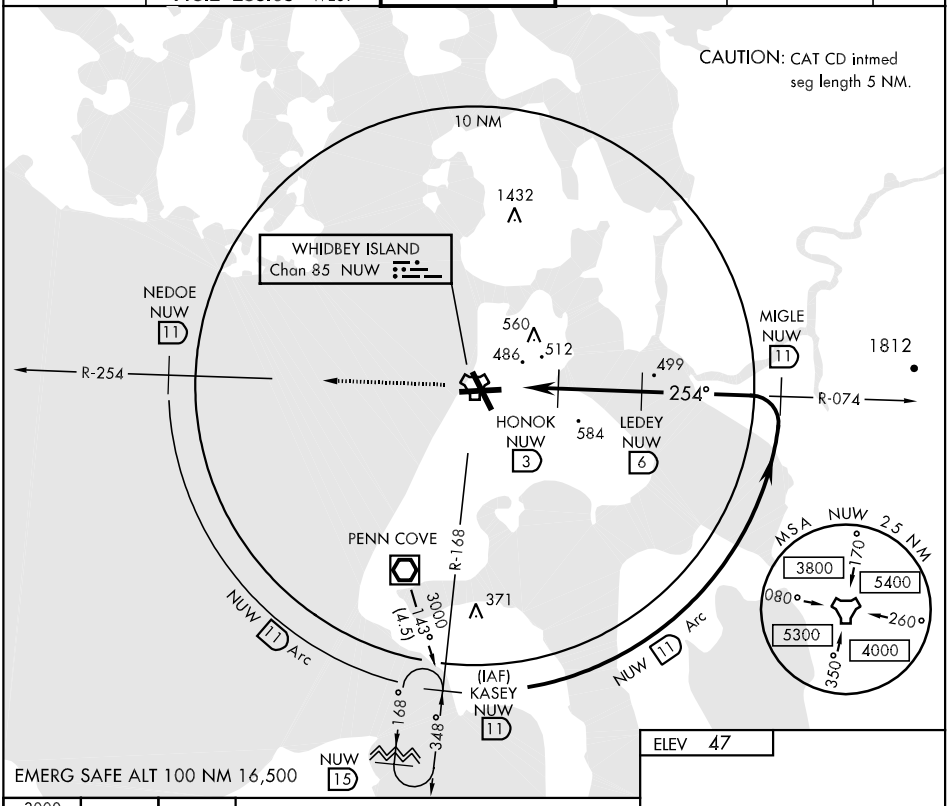
* When ALS inop, increase CAT AB vis to 1 mile, CAT C to 2 miles, CAT D to 2¼ miles.

ALSF-1

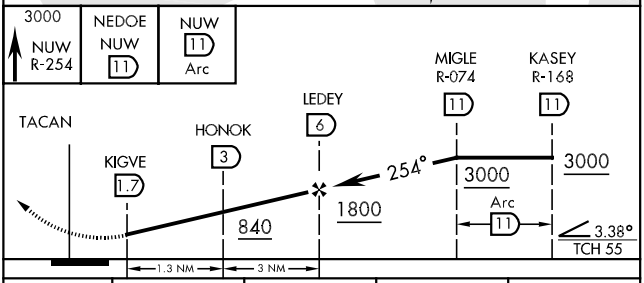
MISSED APPROACH: Climb to 3000 via NUW TACAN R-254 to NEDOE, then arc SW of NUW via 11 DME Arc to KASEY and hold.

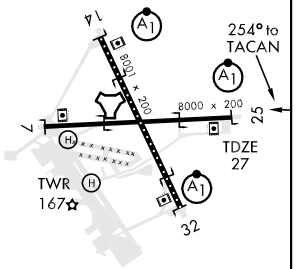
ATIS	WHIDBEY APP CON		WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8	EAST	127.9 340.2	121.75 336.4	135.1 379.9	
	118.2 285.65	WEST				

CAUTION: CAT CD intmed seg length 5 NM.



ELEV 47





CATEGORY	A	B	C	D
S-25 *	760-½ 733 (800-½)		760-1½ 733 (800-1½)	760-1¾ 733 (800-1¾)
CIRCLING	760-1 713 (800-1)	800-1¼ 753 (800-1¼)	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)

REIL Rwy 7-25, 14-32
TDZL/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 32

TACAN	APCH CRS	Rwy Idg	8001
NUW Chan 85	311°	TDZE	47
		Arpt Elev	47

AL-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

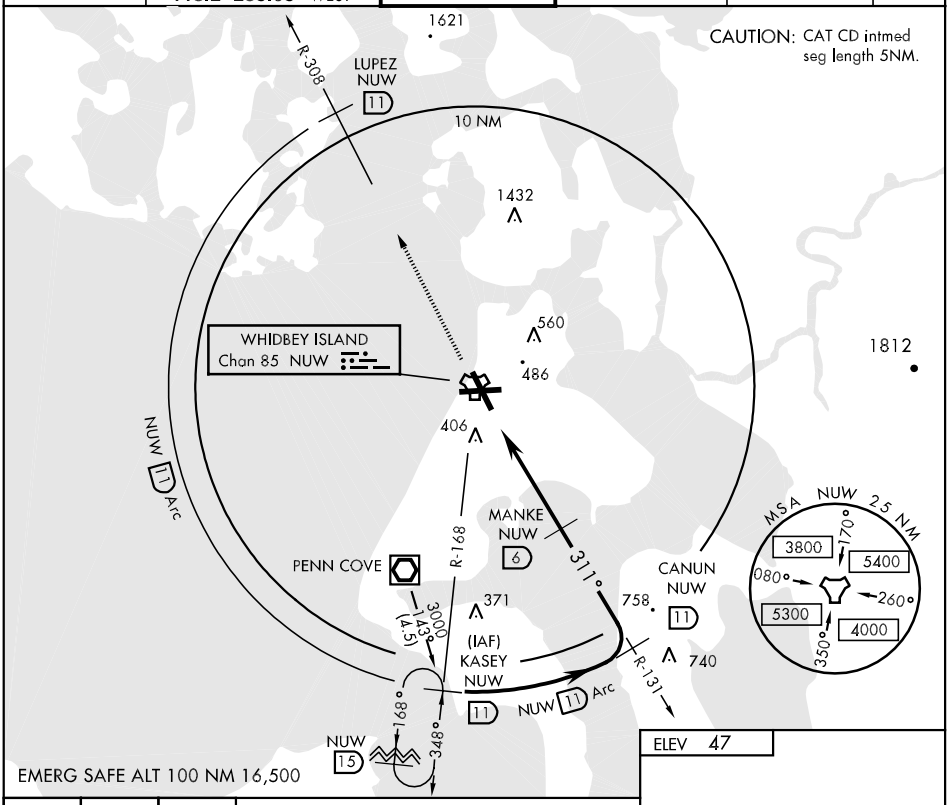
* When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¾ miles, CAT D to 2 miles.

ALSF-1

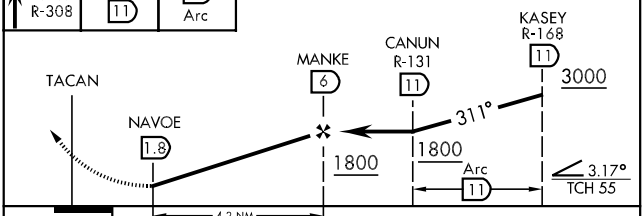
MISSED APPROACH: Climb to 3000 via NUW TACAN R-308 to LUPEZ, then Arc SW of NUW via 11 DME Arc to KASEY and hold.

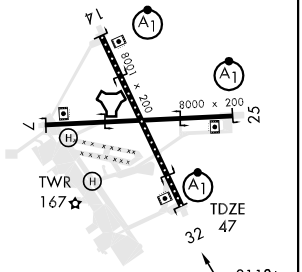
ATIS	WHIDBEY APP CON	WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8 EAST 118.2 285.65 WEST	127.9 340.2	121.75 336.4	135.1 379.9	

CAUTION: CAT CD intmed seg length 5NM.



3000 NUW R-308	LUPEZ NUW 11	NUW 11 Arc





CATEGORY	A	B	C	D
S-32*	660-½ 613 (700-½)		660-1¼ 613 (700-1¼)	660-1½ 613 (700-1½)
CIRCLING	740-1 693 (700-1)	800-1¼ 753 (800-1¼)	800-2¼ 753 (800-2¼)	860-2¾ 813 (900-2¾)

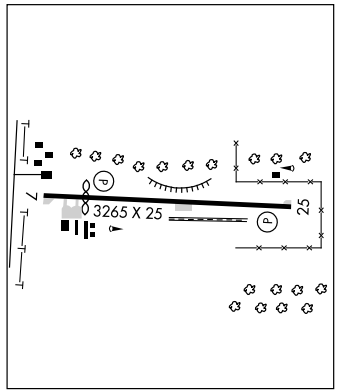
REIL Rwy 7-25, 14-32
TDZL/CL Rwy 14-32
HIRL Rwy 7-25, 14-32

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NOLLA N47°37.95′ W122°23.37′. NOTAM FILE BFI. SEATTLE
NDB (LOM) 362 BF 130° 7.1 NM to Boeing Fld/King Co Intl. L–1D

OAK HARBOR

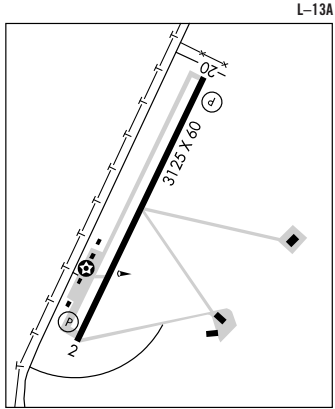
AJ EISENBERG (OKH) 3 SW UTC−8(−7DT) N48°15.09′ W122°40.42′ SEATTLE
193 B S2 **FUEL** 100LL, MOGAS NOTAM FILE 76S L–1E
RWY 07–25: H3265X25 (ASPH) S–5 LIRL (NSTD) 1.6% up E IAP
RWY 07: PAPI(P2L)—GA 4.5°. Thld dsplcd 507′. Fence. Rgt tfc.
RWY 25: PAPI(P2L)—GA 4.5°. Trees.
AIRPORT REMARKS: Unattended. Rwy 07–25 NSTD LIRL only W 2620′ rwy lgtd. Rwy 07–25 severely cracked, spalling in some areas. PPR for Ultralights and Gliders ctc arpt manager phone 360–929–6802 or 1–866–429–2132. ACTIVATE NSTD LIRL Rwy 07–25—CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs.
WEATHER DATA SOURCES AWOS–3 132.775 (360) 675–8431
COMMUNICATIONS: CTAF/UNICOM 122.8 **ATIS** 134.15 (Thru Whidbey Island NAS/Ault Fld)
Ⓡ **WHIDBEY APP/DEP CON** 118.2
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.
PENN COVE (L) VORW/DME 117.2 CVV Chan 119 N48°14.68′ W122°43.47′ 060° 2.1 NM to fld. 200/19E.



OCEAN SHORES N47°00.49′ W124°09.33′ SEATTLE
RCO 122.4 (SEATTLE RADIO) L–1D

OCEAN SHORES MUNI (WØ4) 2 NE UTC−8(−7DT) N46°59.95′ W124°08.54′ SEATTLE
15 B NOTAM FILE SEA L–1D
RWY 15–33 H3100X50 (ASPH) S–12.5 MIRL
RWY 15: PAPI(P2L)—GA 3.0° TCH 40′. **RWY 33:** PAPI(P2L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Seabirds in safety and taxi areas and adjacent wetland. Rwy 15–33 has asph 50′ wide with 12.5′ grvl shoulders. Parking ramp loose gravel on surface. MIRL OTS indef. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33—122.8.
COMMUNICATIONS: CTAF 122.9
RCO 122.4 (SEATTLE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE HQM.
HOQWAM (H) VORTACW 117.7 HQM Chan 124 N46°56.82′ W124°08.96′ 346° 3.1 NM to fld. 10/19E.
HIWAS.

ODESSA MUNI (43D) 1 N UTC−8(−7DT) N47°20.85′ W118°40.63′ SEATTLE
1737 B NOTAM FILE SEA L–13A
RWY 02–20: H3125X60 (ASPH) S–5 MIRL
RWY 02: PAPI(P2L). **RWY 20:** PAPI(P2L). Brush.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02–20 and rotating bcn—122.8.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.
EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47°22.68′ W119°25.44′ 072° 30.5 NM to fld. 1250/21E.



APP CRS	Rwy Idg	2758
071°	TDZE	193
	Apt Elev	193

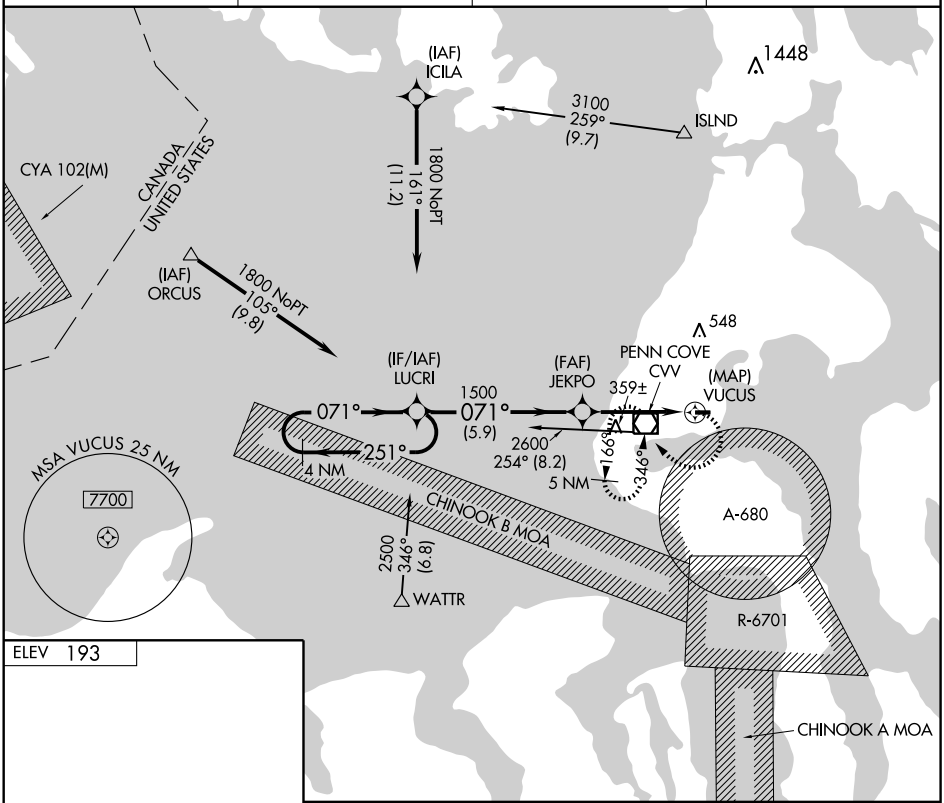
RNAV (GPS) RWY 7

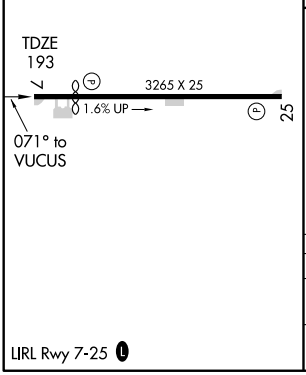
OAK HARBOR/AJ EISENBERG (OKH)

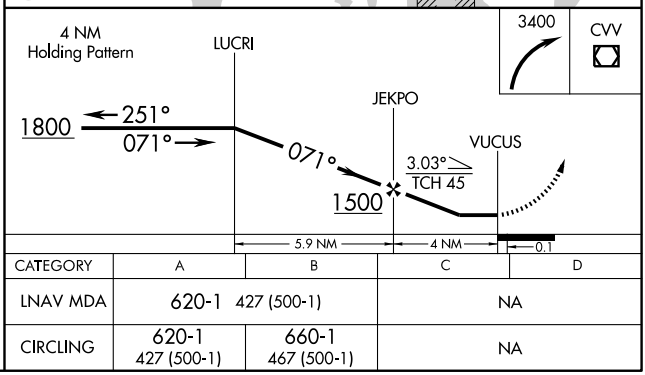
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Circling north of Rwy 7-25 NA at night. When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 3400 direct CVV VOR/DME and hold, continue climb-in-hold to 3400.

AWOS-3	WHIDBEY ATIS	WHIDBEY APP CON	UNICOM
132.775	134.15 281.5	118.2 285.65	122.8 (CTAF) L







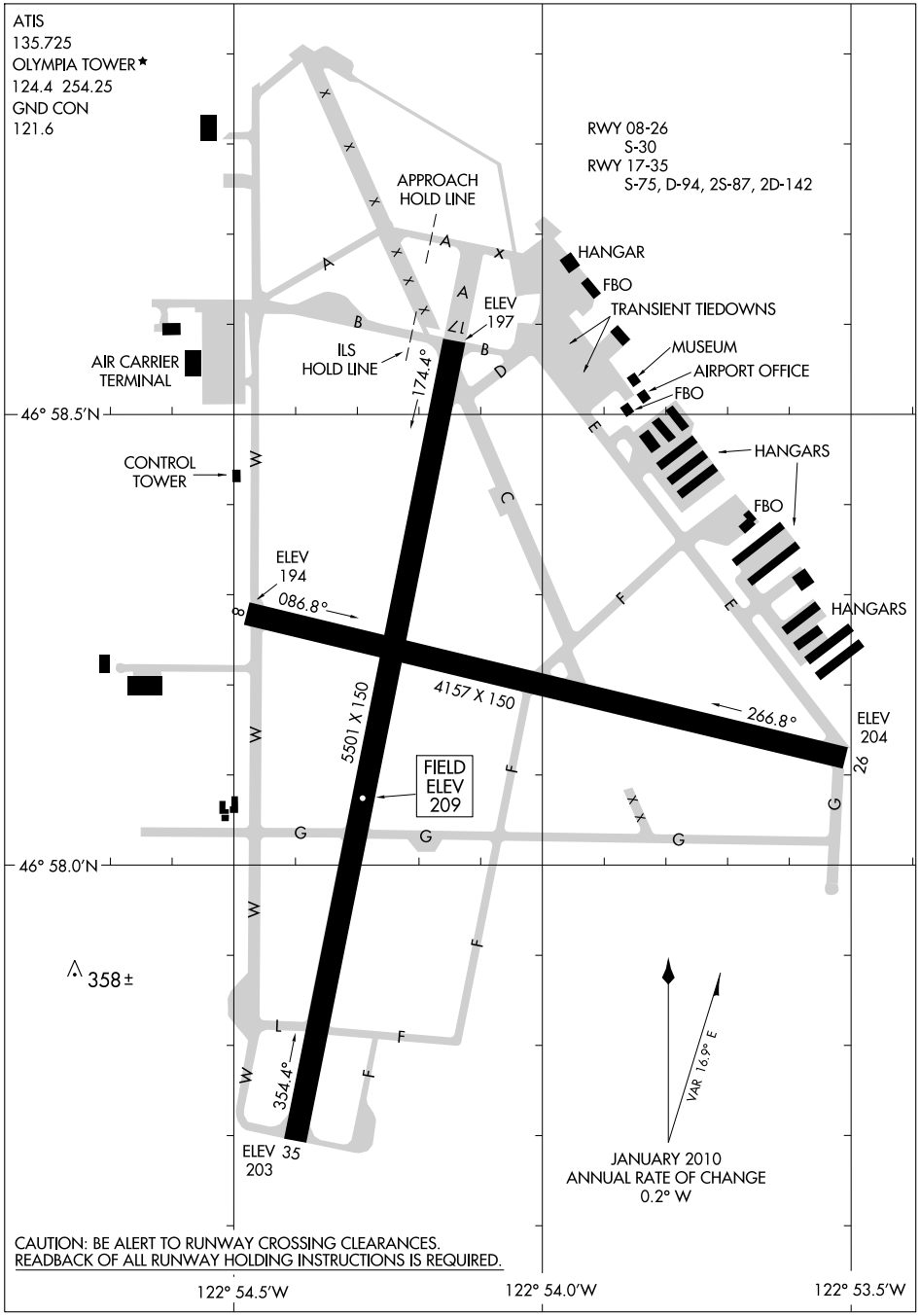
CATEGORY	A	B	C	D
LNAV MDA	620-1 427 (500-1)		NA	
CIRCLING	620-1 427 (500-1)	660-1 467 (500-1)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-645 (FAA)

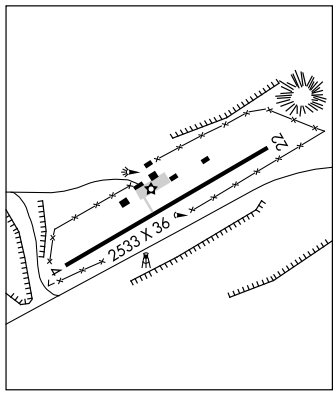
OLYMPIA RGNL (OLM)
OLYMPIA, WASHINGTON



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

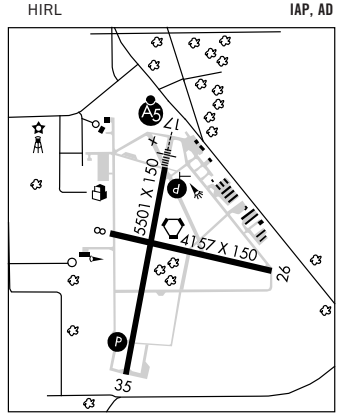
OKANOGAN LEGION (S35) 1 E UTC−8(−7DT) N48°21.72′ W119°34.05′ **SEATTLE**
1042 B S2 **FUEL** 100LL NOTAM FILE SEA **L–13A**
RWY 04–22: H2533X36 (ASPH) S–6 MIRL
RWY 22: Rgt tfc.
AIRPORT REMARKS: Unattended. Fuel by request, call 509–429–2597, 206–915–4433, 509–422–3071, 509–322–4710. ACTIVATE MIRL Rwy 04–22 CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 281° 91.7 NM to fld. 2755/21E. **HIWAS.**



OLYMPIA

HOSKINS FLD (44T) 5 SE UTC−8(−7DT) N46°59.56′ W122°49.66′ **SEATTLE**
213 NOTAM FILE SEA
RWY 07–25: 2015X116 (TURF)
RWY 07: Trees. **RWY 25:** Trees.
AIRPORT REMARKS: Unattended. No helicopters. No ultralights. Noise abatement procedures in effect; call arpt manager 360–491–6723. Geese and ducks on and invof arpt. Mole hills west end. Recommend land Rwy 07, depart 25 when wind condition permits. Rwy 07–25 no line of sight between rwy ends.
COMMUNICATIONS: CTAF 122.9

OLYMPIA RGNL (OLM) 4 S UTC−8(−7DT) N46°58.16′ W122°54.15′ **SEATTLE**
209 B S4 **FUEL** 80, 100, 100LL, JET A OX 1, 3, 4 LRA NOTAM FILE OLM **H–1B, L–1D**
RWY 17–35: H5501X150 (ASPH–GRVD) S–75, D–94, 2S–87, 2D–142 HIRL **IAP, AD**
RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 54′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Rgt tfc.
RWY 08–26: H4157X150 (ASPH) S–30
RWY 08: Rgt tfc. **RWY 26:** Tree.
AIRPORT REMARKS: Attended 1600–0200Z‡. Twy lgts on Twy W, Twy A, Twy G, Twy L and Twy B. When twr clsd ACTIVATE HIRL Rwy 17–35, MALSR Rwy 17, PAPI Rwy 17 and Rwy 35, REIL Rwy 35, twy lgts and directional signage—CTAF. Landing fee.
WEATHER DATA SOURCES: ASOS 135.725 (360) 943–1278. **HIWAS** 113.4 OLM.
COMMUNICATIONS: CTAF 124.4 **ATIS** 135.725 **UNICOM** 122.95
Ⓡ **SEATTLE APP/DEP CON** 121.1
TOWER 124.4 (1600–0400Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1600–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.
(H) VORTACW 113.4 OLM Chan 81 N46°58.30′ W122°54.11′ at fld. 200/19E. **HIWAS.**
DME unusable:
223°–258° byd 20 NM blo 4,100′
258°–283° byd 30 NM blo 4,100′
358°–043° byd 10 NM blo 6,000′
358°–043° byd 20 NM blo 7,000′
ILS 111.9 I–OLM Rwy 17. Unmonitored during hours twr closed. LOC unusable byd 25° right of course.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



LOC I-OLM	APP CRS	Rwy Idg	5501
111.9	172°	TDZE	207
		Apt Elev	209

ILS or LOC RWY 17

OLYMPIA RGNL (OLM)

DME or RADAR required. When local altimeter setting not received, use Sanderson Field altimeter setting and increase all DA 53 feet and all MDA 60 feet, and increase circling Cats C and D visibility ¼ mile. For inoperative MALSR, when using Sanderson Field altimeter setting, increase S-ILS 17 all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1400, then continue climb to 5500 via OLM VORTAC R-176 to CETRA INT/OLM VORTAC 15 DME and hold, continue climb-in-hold to 5500.

ATIS	SEATTLE APP CON	OLYMPIA TOWER ★	GND CON	UNICOM
135.725	121.1 290.9	124.4 (CTAF) L 254.25	121.6	122.95

Procedure NA for arrivals at HOOME via V27 northeast bound.

(IAF) HOOME

2900 NoPT 172° (7.7)

MSA OLM 25 NM
200°
4500 5400
020°

10 NM

127° 307° 352°

(IF) BOSTO OLM 12.9

2400 172° (6.1)

109.6 TCM Chan 33

R-230

DADME OLM 6.9 RADAR

1764

OLYMPIA 113.4 OLM Chan 81

820 614± 654 351±

2356

(IAF) HABOR OM/INT OLM 5.1 / RADAR

2952±

LOCALIZER 111.9 I-OLM

3300 to HABOR 351° (5.1)

R-6703C

MISSED APCH FIX

117.7 HQM Chan 124

113.4 OLM Chan 81

CETRA OLM 15

R-086 176° 356° R-176

R-176

ELEV 209

172° 6.6 NM from FAF

246±

TDZE 207

359 284

5501 X 150

4157 X 150

8 26

REIL Rwy 35 L

HIRL Rwy 17-35 L

331± 35

1400	5500	CETRA
	OLM R-176	

HABOR OM/INT OLM 5.1 /RADAR 3300

Remain within 10 NM

DADME OLM 6.9 /RADAR 352° 2900

OLM 0.3 1787 2400 172° 2400

GS 3.00° TCH 53

4.8 NM 1.8 NM

CATEGORY	A	B	C	D
S-ILS 17	414-½ 207 (300-½)			
S-LOC 17	640-½ 433 (500-½)		640-¾ 433 (500-¾)	640-1 433 (500-1)
CIRCLING	720-1 511 (600-1)		820-1¾ 611 (700-1¾)	860-2 651 (700-2)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5501
CH 45599	172°	TDZE	207
W17A		Apt Elev	209

RNAV (GPS) RWY 17

OLYMPIA RGNL (OLM)

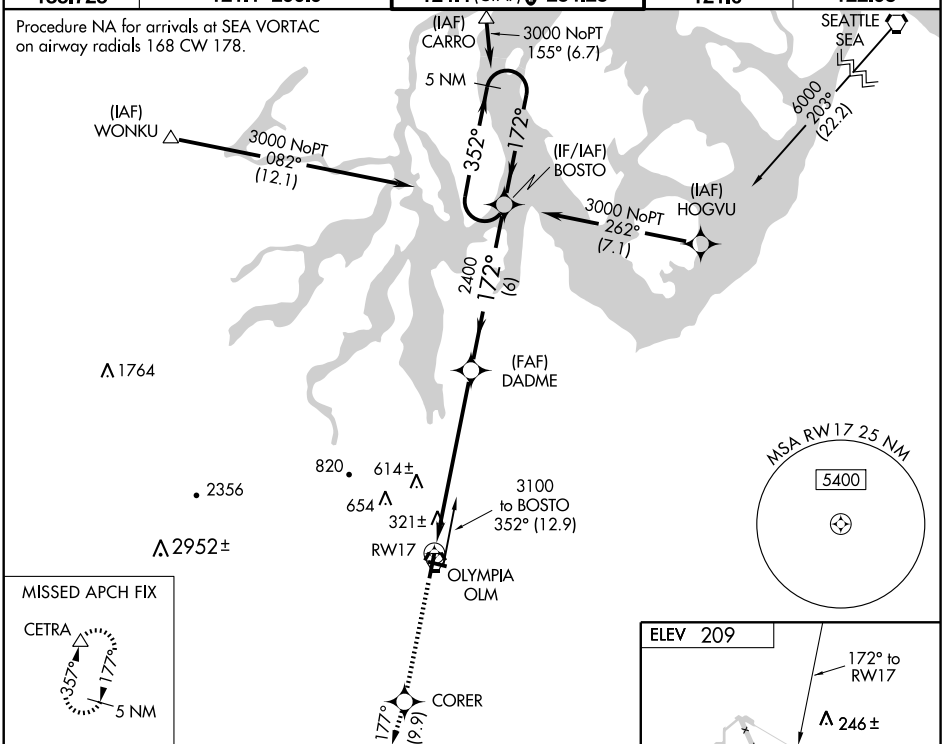
DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility all Cats to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When local altimeter setting not received, use Sanderson Field altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LPV and LNAV/VNAV visibility all Cats, LNAV Cats C/D and circling visibility Cats C/D ¼ mile. VDP and Baro-VNAV NA when using Sanderson Field altimeter setting.

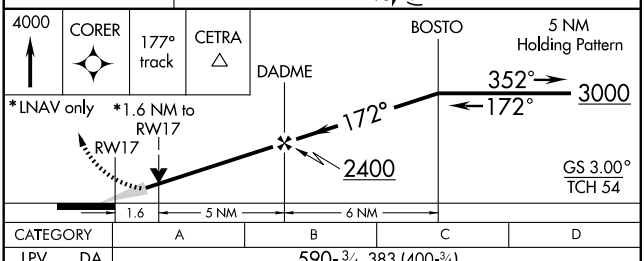
MALSR

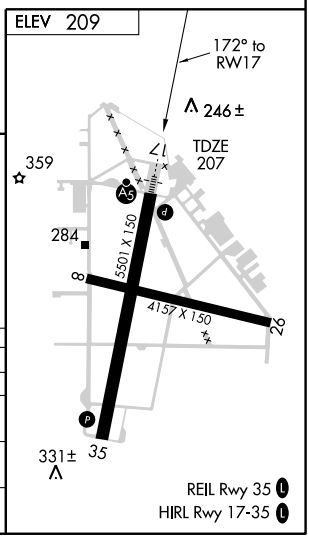
MISSED APPROACH: Climb to 4000 direct CORER and via 177°track to CETRA and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE APP CON	OLYMPIA TOWER★	GND CON	UNICOM
135.725	121.1 290.9	124.4 (CTAF) 254.25	121.6	122.95

Procedure NA for arrivals at SEA VORTAC on airway radials 168 CW 178.







CATEGORY	A	B	C	D
LPV DA	590-¾ 383 (400-¾)			
LNAV/VNAV DA	636-1 429 (500-1)			
LNAV MDA	760-½ 553 (600-½)		760-1 553 (600-1)	760-1¼ 553 (600-1¼)
CIRCLING	760-1 551 (600-1)		820-1¾ 611 (700-1¾)	860-2 651 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5501
352°	TDZE	208
	Apt Elev	209

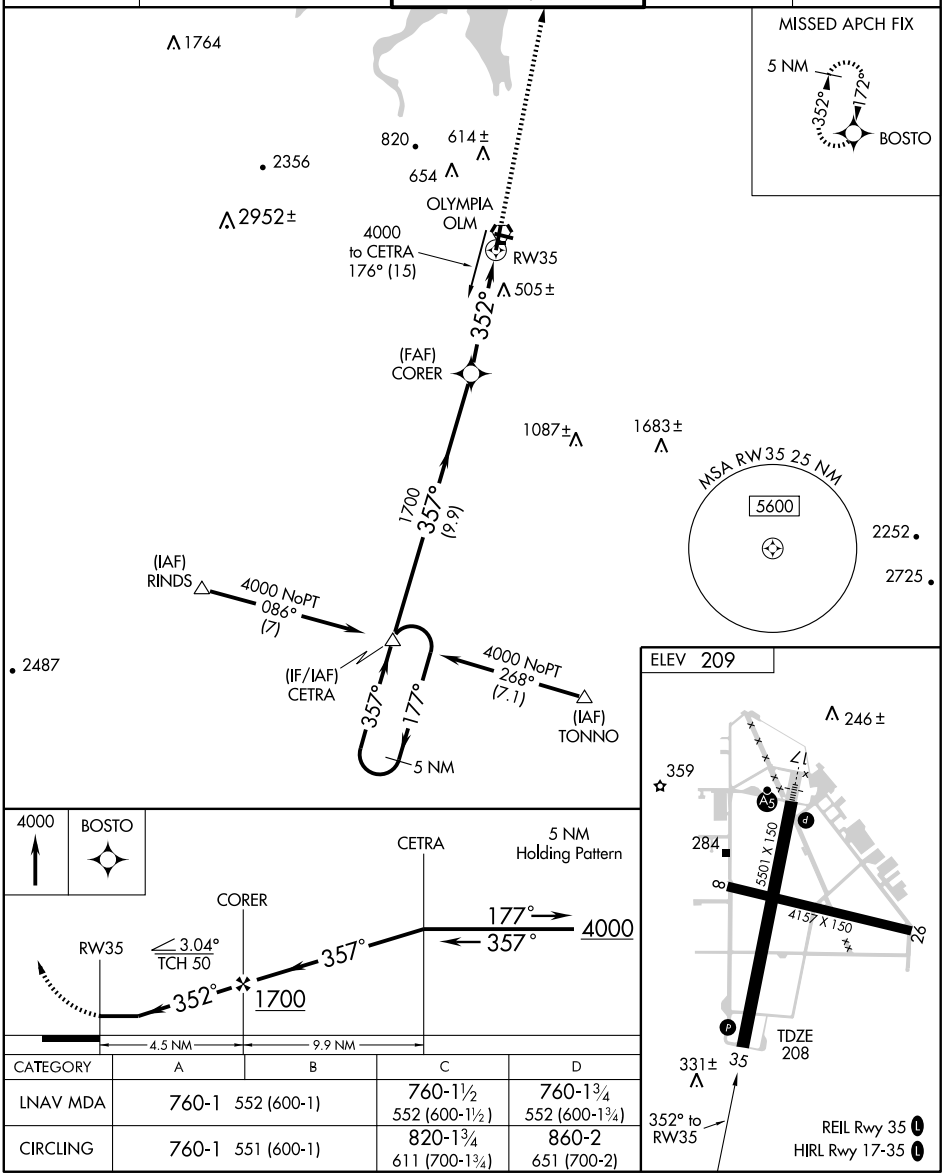
RNAV (GPS) RWY 35

OLYMPIA RGNL (OLM)

When local altimeter setting not received, use Sanderson Field altimeter setting and increase all MDAs 60 feet; increase visibility LNAV Cats C/D ¼ mile and circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct BOSTO and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE APP CON	OLYMPIA TOWER*	GND CON	UNICOM
135.725	121.1 290.9	124.4 (CTAF) L 254.25	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	760-1 552 (600-1)		760-1½ 552 (600-1½)	760-1¾ 552 (600-1¾)
CIRCLING	760-1 551 (600-1)		820-1¾ 611 (700-1¾)	860-2 651 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC OLM 113.4 Chan 81	APP CRS 171°	Rwy Idg N/A TDZE N/A Apt Elev 209

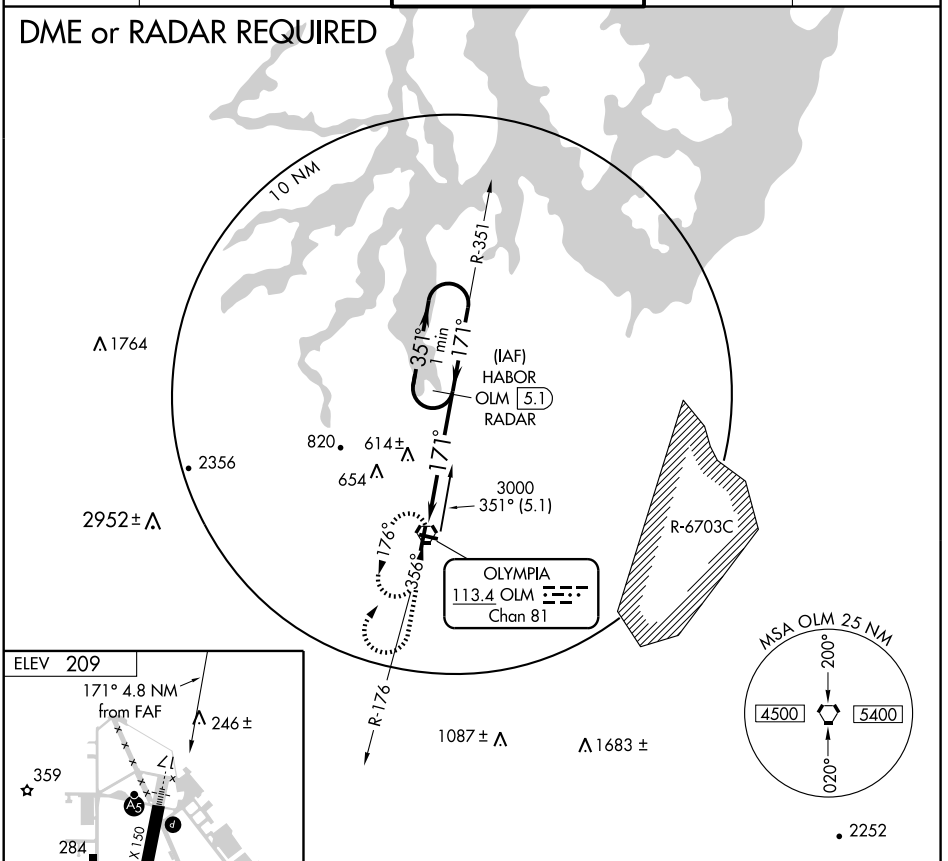
VOR-A
OLYMPIA RGNL (OLM)

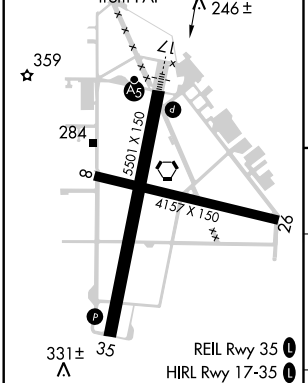
When local altimeter setting not received, use Sanderson Field altimeter setting and increase all MDA 60 feet. DME or RADAR required.

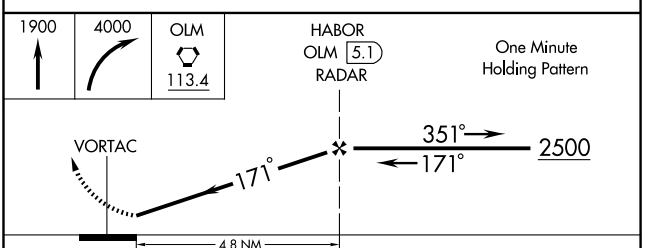
MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 direct OLM VORTAC and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE APP CON	OLYMPIA TOWER★	GND CON	UNICOM
135.725	121.1 290.9	124.4 (CTAF) L 254.25	121.6	122.95

DME or RADAR REQUIRED







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	880-1 671 (700-1)		880-2 671 (700-2)	880-2¼ 671 (700-2¼)

NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC OLM 113.4 Chan 81	APP CRS 356°	Rwy Idg 5501 TDZE 208 Apt Elev 209

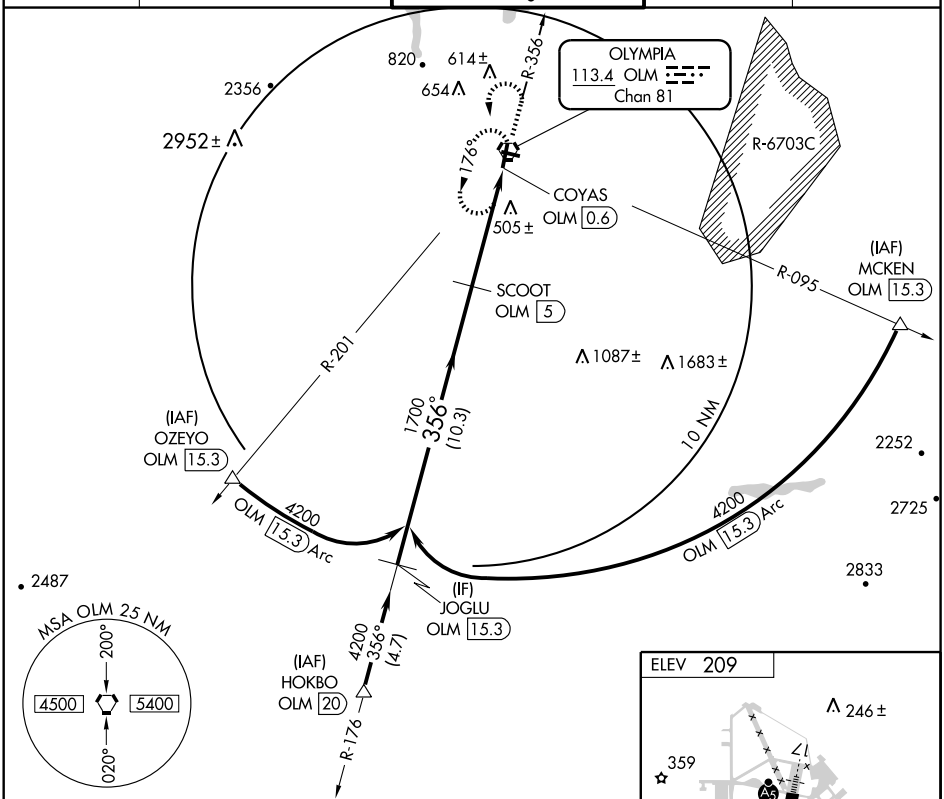
VOR/DME RWY 35

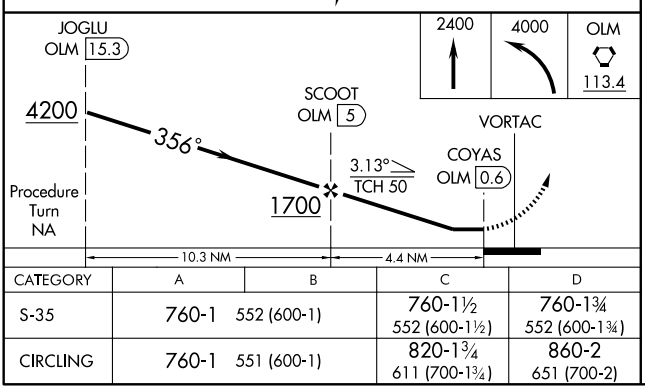
OLYMPIA RGNL (OLM)

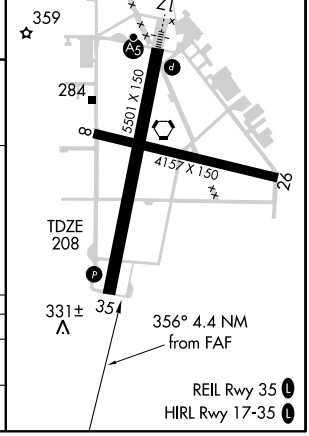
When local altimeter setting not received, use Sanderson Field altimeter setting and increase all MDAs 60 feet; increase visibility S-35 Cats C/D ¼ mile and circling Cat D ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400, then climbing left turn to 4000 direct OLM VORTAC and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE APP CON	OLYMPIA TOWER★	GND CON	UNICOM
135.725	121.1 290.9	124.4 (CTAF) L 254.25	121.6	122.95

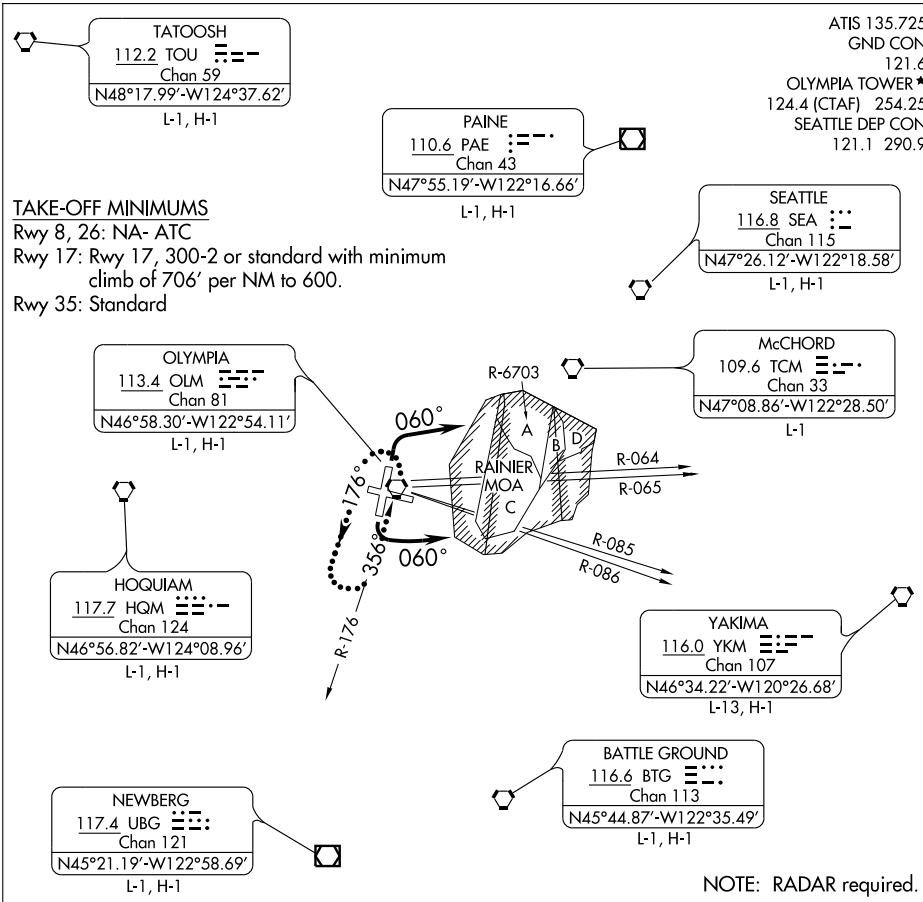






CATEGORY	A	B	C	D
S-35	760-1	552 (600-1)	760-1½ 552 (600-1½)	760-1¾ 552 (600-1¾)
CIRCLING	760-1	551 (600-1)	820-1¾ 611 (700-1¾)	860-2 651 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010



TAKE-OFF MINIMUMS

Rwy 8, 26: NA- ATC

Rwy 17: Rwy 17, 300-2 or standard with minimum climb of 706' per NM to 600.

Rwy 35: Standard

NOTE: RADAR required.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLE NOTES

RWY 17: Multiple trees beginning 1005' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL.

RWY 35: Multiple trees beginning 2176' from DER, 198 feet left of centerline up to 100' AGL/313' MSL. Multiple trees and FLDLT on HGR beginning 657' from DER, 621' right of centerline, up to 100' AGL/ 315' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Turn left. Thence....

TAKE-OFF RUNWAY 35: Turn right. Thence....

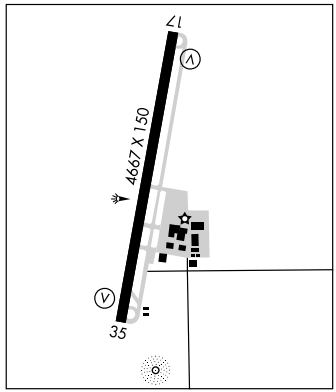
....Climb via heading 060°, maintain 2000. Expect radar vectors on course and filed altitude within five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 6 NM of OLM VORTAC, or 2 minutes after departure for non-DME aircraft, turn left direct OLM VORTAC, continue climb in OLM VORTAC holding pattern to cross OLM VORTAC at or above R-086 CW R-064 4000 feet; R-065 CW R-085 7300 feet, continue climb via assigned route.

NW-1, 26 AUG 2010 to 23 SEP 2010

OMAK (OMK) 3 N UTC−8(−7DT) N48°27.87′ W119°31.08′
1305 B S4 **FUEL** 100LL, JET A NOTAM FILE OMK
RWY 17–35: H4667X150 (ASPH) S–75, D–200, 2D–400 HIRL
RWY 17: REIL. VASI(V2L)—GA 3.0° TCH 43′.
RWY 35: REIL. VASI(V2L)—GA 3.0° TCH 46′.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Fuel avbl 24 hrs–credit card. ACTIVATE HIRL Rwy 17–35—CTAF.
WEATHER DATA SOURCES: ASOS 118.325 (509) 826–2655.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 (SEATTLE RADIO)
SEATTLE CENTER APP/DEP CON 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 306° 93.4 NM to fld. 2755/21E. **HIWAS.**
NDB (MHW) 219 OMK N48°27.20′ W119°31.02′ at fld. NOTAM FILE OMK. Unusable byd 15 NM.

SEATTLE
L–13A
IAP

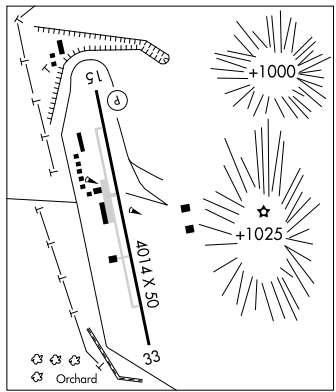


ORCAS ISLAND (See EAST SOUND)

OROVILLE

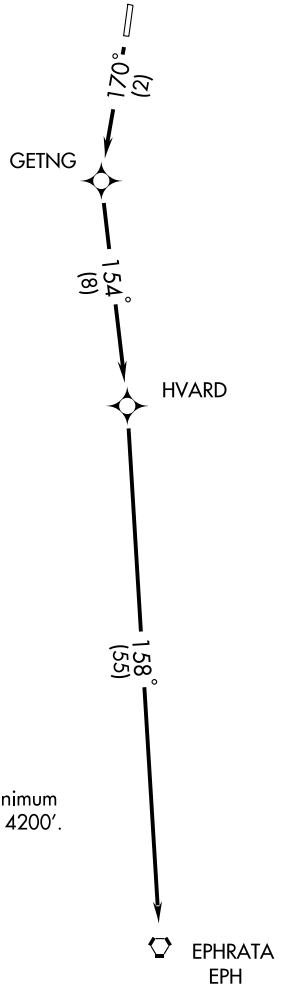
DOROTHY SCOTT (ØS7) 2 NE UTC−8(−7DT) N48°57.54′ W119°24.72′
1064 B S4 **FUEL** 100LL AOE NOTAM FILE SEA
RWY 15–33: H4014X50 (ASPH) S–5 MIRL
RWY 15: PAPI(P2L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 33: Road.
AIRPORT REMARKS: Attended dawn–dusk. Wildlife adjacent to rwy and twy. ACTIVATE MIRL Rwy 15–33—CTAF. Customs telephone 509–476–2955. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MWH.
MOSES LAKE (H) VORW/DME 115.0 MWH Chan 97 N47°12.65′ W119°19.01′ 340° 105.0 NM to fld. 1194/18E.

SEATTLE
L–13A



GETNG ONE DEPARTURE (RNAV) (OBSTACLE)

SEATTLE CENTER
126.1 291.6
SEATTLE RADIO
122.2



NOTE: 2200-2 or standard with a minimum climb of 300 Feet per Mile to 4200'.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb to 4200 via 170° course to GETNG WP, 154° course to HVARD WP, and 158° course to EPH VORTAC. Thence proceed on course.
TAKE-OFF RUNWAY 35: NA

NW-1, 26 AUG 2010 to 23 SEP 2010

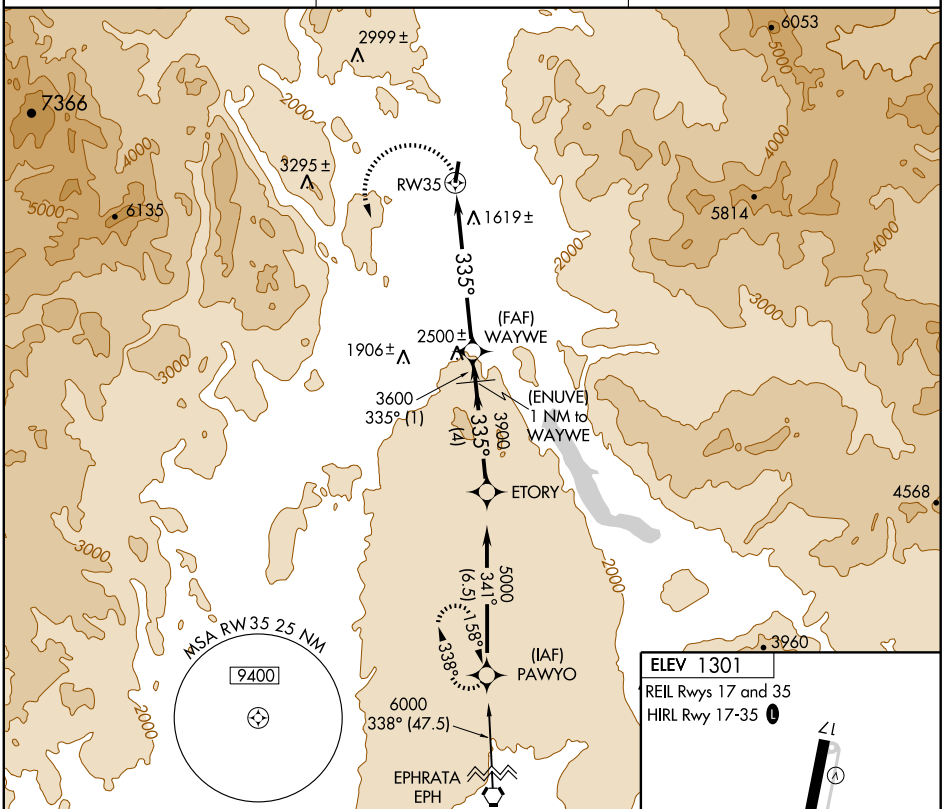
APP CRS	Rwy Idg	4667
335°	TDZE	1299
	Apt Elev	1301

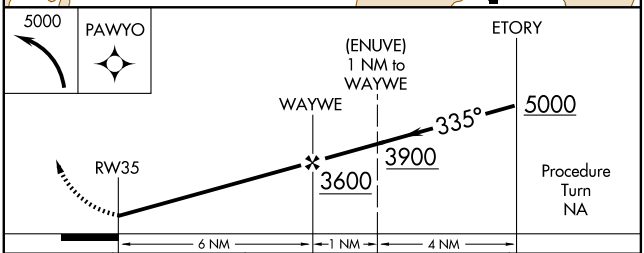
GPS RWY 35
OMAK (OMK)

NA

MISSED APPROACH: Climbing left turn to 5000 direct PAWYO WP and hold.

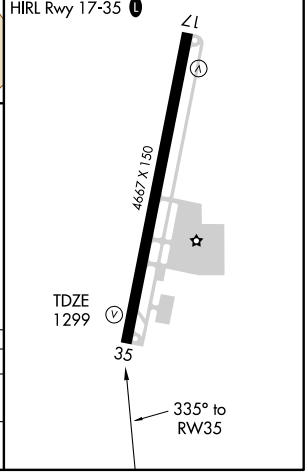
ASOS	SEATTLE CENTER	UNICOM
118.325	126.1 291.6	122.8 (CTAF) L



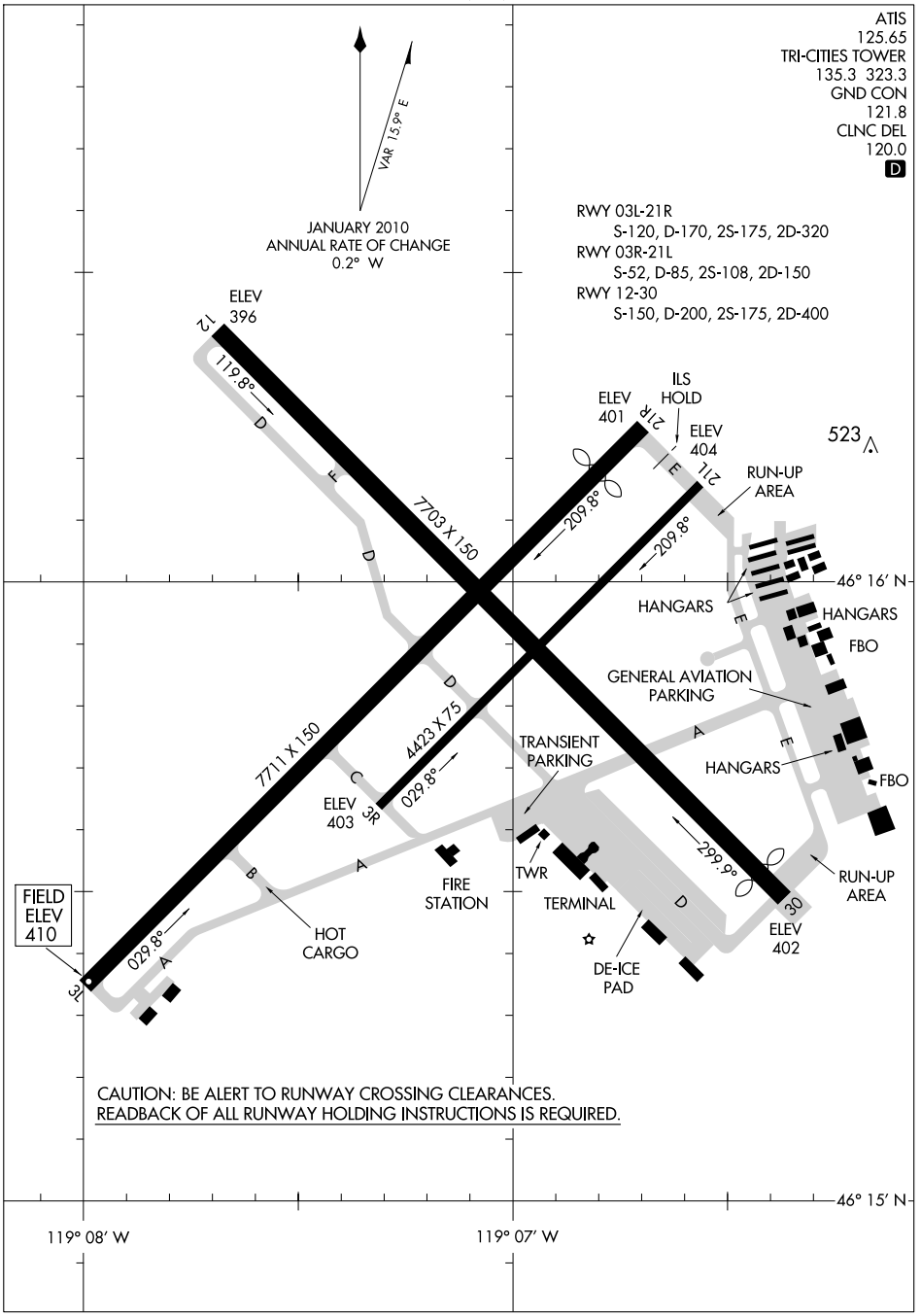


CATEGORY	A	B	C	D
S-35	2840-1¼ 1541 (1600-1¼)	2840-1½ 1541 (1600-1½)	2840-3 1541 (1600-3)	
CIRCLING	2840-1¼ 1539 (1600-1¼)	2840-1½ 1539 (1600-1½)	2840-3 1539 (1600-3)	2880-3 1579 (1600-3)

ELEV 1301
REIL Rwys 17 and 35
HIRL Rwy 17-35 L



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

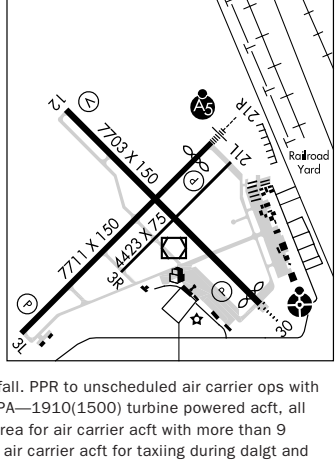


NW-1, 26 AUG 2010 to 23 SEP 2010

PASCO

TRI–CITIES (PSC) 2 NW UTC–8(–7DT) N46°15.88′ W119°07.14′ **SEATTLE**
410 B S4 **FUEL** 100LL, JET A1 + OX 2 TPA—See Remarks Class I, ARFF Index B **H–1B, L–13A**
NOTAM FILE PSC **IAP, AD**

RWY 03L–21R: H7711X150 (ASPH–GRVD) S–120, D–170, 2S–175, 2D–320 HIRL
RWY 03L: REIL PAPI(P4L)—GA 3.0° TCH 50′. Tree.
RWY 21R: MALSR. PAPI(P4L)—GA 3.0° TCH 54′. Thld dsplcd 600′. Pole. Rgt tfc.
RWY 12–30: H7703X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–400 MIRL
RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 56′.
RWY 30: ODALS. PAPI(P4L)—GA 3.0° TCH 54′. Thld dsplcd 200′. Tree.
RWY 03R–21L: H4423X75 (ASPH) S–52, D–85, 2S–108, 2D–150
RWY 03R: Rgt tfc. **RWY 21L:** Pole.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03L:	TORA–7711	TODA–7711	ASDA–7711	LDA–7711
RWY 03R:	TORA–4423	TODA–4423	ASDA–4423	LDA–4423
RWY 12:	TORA–7703	TODA–7703	ASDA–7503	LDA–7503
RWY 21L:	TORA–4423	TODA–4423	ASDA–4423	LDA–4423
RWY 21R:	TORA–7711	TODA–7711	ASDA–7711	LDA–7111
RWY 30:	TORA–7703	TODA–7703	ASDA–7703	LDA–7503

AIRPORT REMARKS: Attended 1600–0400Z‡. After hrs fuel call 509–547–6271 or 509–545–5524. Call out fee. Fuel 24 hour credit card svc avbl. Waterfowl on and in vicinity of arpt spring and fall. PPR to unscheduled air carrier ops with more than 30 passenger seat call arpt manager 509–547–6352. TPA—1910(1500) turbine powered acft, all others 1410(1000). Rwy 21L and Rwy 03R not avbl as movement area for air carrier acft with more than 9 passenger seats or greater for ldg and tkf. Rwy 03R–21L is avbl for air carrier acft for taxiing during dalgt and VFR conditions only. Touchdown rwy visual range avbl for Rwy 21R. When twr clsd HIRL Rwy 03L–21R and MIRL Rwy 12–30 preset on low intensity to increase intensity and ACTIVATE MALSR Rwy 21R and ODALS Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS (509) 547–7379. LAWRS. SAWRS.
COMMUNICATIONS: CTAF 135.3 **ATIS** 125.65 **UNICOM** 122.95
JUMP–OFF–JOE RCO 122.4 (SEATTLE RADIO)
Ⓡ **CHINOOK APP/DEP CON** 128.75 N and W 133.15 S and E (1400–0600Z‡).
Ⓡ **SEATTLE CENTER APP/DEP CON** 132.6 (0600–1400Z‡).
TOWER 135.3 (1400–0600Z‡) **GND CON** 121.8 **CLNC DEL** 120.0
AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PSC.
PASCO (L) VORW/DME 108.4 PSC Chan 21 N46°15.78′ W119°06.94′ at fld. 404/20E.
DUNEZ NDB (LOM) 331 PS N46°20.29′ W119°00.75′ 205° 6.3 NM to fld. Unmonitored when twr clsd.
ILS 108.7 I–PSC Rwy 21R. Class IE. LOM DUNEZ NDB. Unmonitored when tower closed.

PEARSON FLD (See VANCOUVER)

PELLY N47°06.94′ W119°16.47′. NOTAM FILE MWH. **SEATTLE**
NDB (MHW/LOM) 408 MW 324° 5.9 NM to Grant Co. Intl. Unmonitored when tower closed. **L–13A**

PENN COVE N48°14.68′ W122°43.47′. NOTAM FILE SEA. **SEATTLE**
(L) VORW/DME 117.2 CVV Chan 119 N48°14.68′ W122°43.47′ 060° 2.1 NM to AJ Eisenberg. **L–1E**
200/19E.
DME portion unusable:
126°–160° 30 NM blo 2,200′.
250°–260° byd 30 NM blo 3,400′.
330°–360° byd 30 NM blo 2,200′.

PIERCE CO–THUN (See PUYALLUP)

LOC I-PSC	APP CRS	Rwy Idg	7111
108.7	206°	TDZE	404
		Apt Elev	410

ILS or LOC RWY 21R

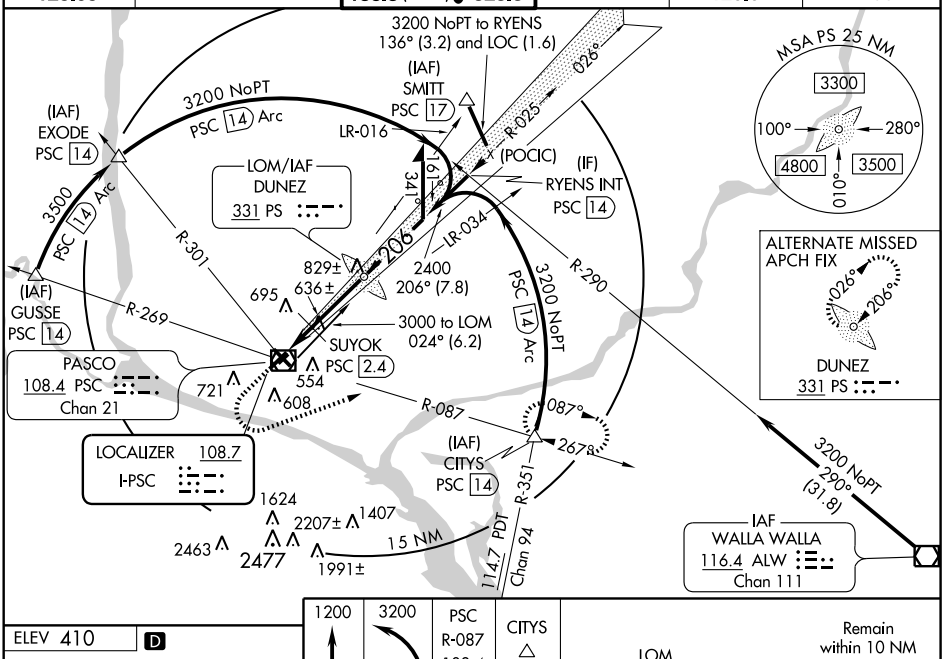
PASCO/ TRI-CITIES (PSC)

If local altimeter setting not received, use Hermiston altimeter setting and increase all DAs/MDAs 100 feet.
DME from PSC VOR/DME. Simultaneous reception of I-PSC and PSC VOR/DME when DME required.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.
Circling to Rwy 03R NA at night.

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3200 via heading 050° and PSC VOR/DME R-087 to CITYS INT/ PSC 14 DME and hold.

ATIS	CHINOOK APP CON ★	TRI-CITIES TOWER ★	GND CON	CLNC DEL	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 323.3	121.8	120.0	122.95

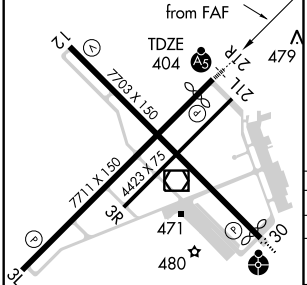


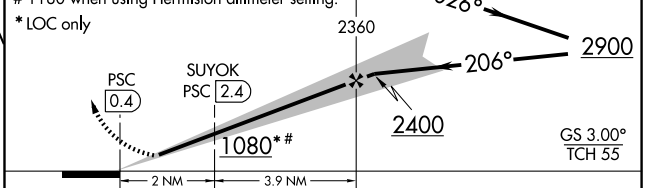
1200	3200	PSC	CITYS
	050°	R-087	△
		108.4	

Remain within 10 NM

ELEV 410 D

206° 5.9 NM from FAF





Hermiston altimeter setting.
* LOC only

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-ILS 21R	**604/24 200 (200-½)			
S-LOC 21R	1080/24 676 (700-½)		1080-1½ 676 (700-1½)	1080-1¾ 676 (700-1¾)
CIRCLING	1080-1 670 (700-1)		1080-2 670 (700-2)	1080-2¼ 670 (700-2¼)
SUYOK FIX MINIMUMS				
S-LOC 21R	900/24 496 (500-½)		900/40 496 (500-¾)	900/50 496 (500-1)
CIRCLING	920-1 510 (600-1)		920-1½ 510 (600-1½)	1040-2 630 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 7111
CH 40206	026°	TDZE 410
W03A		Apt Elev 410

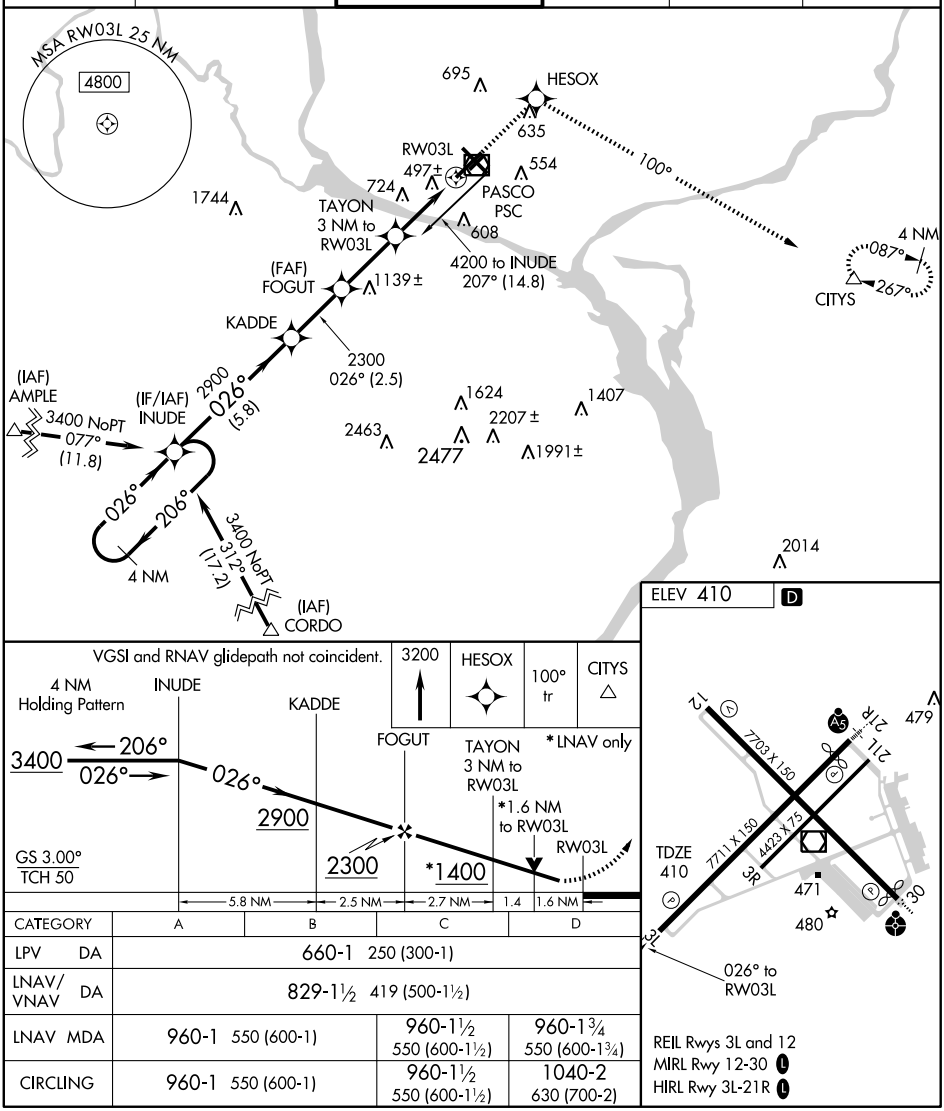
RNAV (GPS) RWY 3L

PASCO/TRI-CITIES (PSC)

When local altimeter setting not received, use Hermiston altimeter setting and increase all DAs/MDAs 100 feet and all visiblilties ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
VDP and Baro-VNAV NA when using Hermiston altimeter setting.
Circling to Rwy 3R NA at night. Visibility reduction by helicopters NA.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3200 direct HESOX and via 100° track to CITYS and hold.

ATIS	CHINOOK APP CON★	TRI-CITIES TOWER★	GND CON	CLNC DEL	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 323.3	121.8	120.0	122.95



CATEGORY	A	B	C	D
LPV DA	660-1 250 (300-1)			
LNAV/VNAV DA	829-1½ 419 (500-1½)			
LNAV MDA	960-1 550 (600-1)		960-1½ 550 (600-1½)	960-1¾ 550 (600-1¾)
CIRCLING	960-1 550 (600-1)		960-1½ 550 (600-1½)	1040-2 630 (700-2)

REIL Rwys 3L and 12
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 58006 W12A	APP CRS 116°	Rwy Idg 7503 TDZE 402 Apt Elev 410

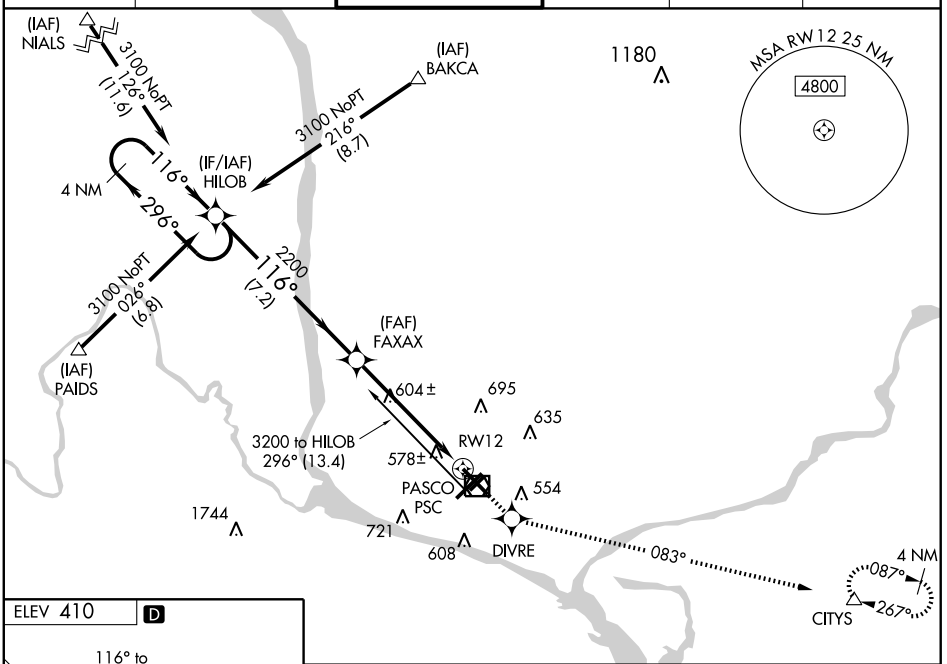
RNAV (GPS) RWY 12

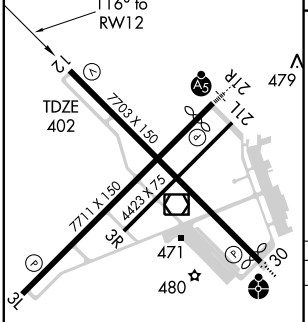
PASCO/TRI-CITIES (PSC)

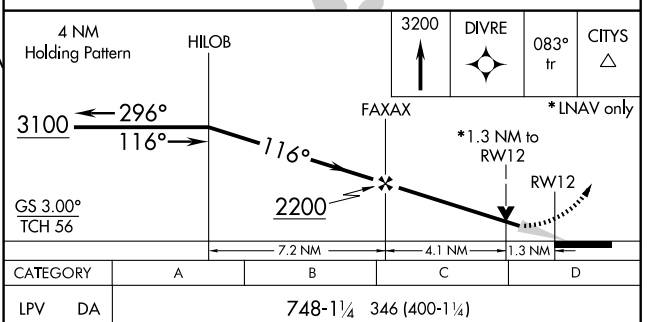
When local altimeter setting not received, use Hermiston altimeter setting and increase all DAs/MDAs 100 feet and all visibilities ½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
VDP and Baro-VNAV NA when using Hermiston altimeter setting.
Circling to Rwy 3R NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct DIVRE and via 083° track to CITYS and hold.

ATIS	CHINOOK APP CON★	TRI-CITIES TOWER★	GND CON	CLNC DEL	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 323.3	121.8	120.0	122.95







CATEGORY	A	B	C	D
LPV DA	748-1¼ 346 (400-1¼)			
LNAV/VNAV DA	894-1¾ 492 (500-1¾)			
LNAV MDA	860-1 458 (500-1)		860-1¼ 458 (500-1¼)	860-1½ 458 (500-1½)
CIRCLING	920-1 510 (600-1)		920-1½ 510 (600-1½)	1040-2 630 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7111
CH 40303	206°	TDZE	404
W21A		Apt Elev	410

RNAV (GPS) RWY 21R

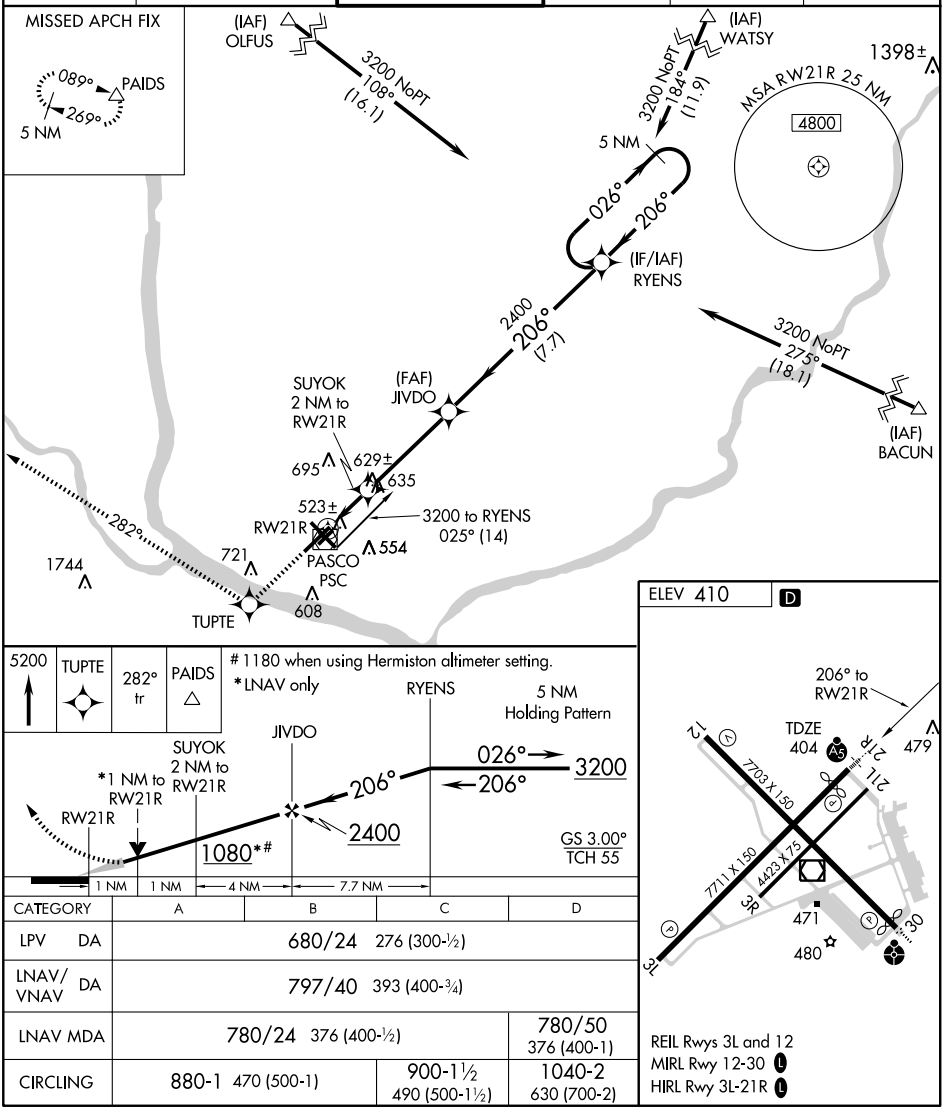
PASCO/TRI-CITIES (PSC)

T For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.
A If local altimeter setting not received, use Hermiston altimeter setting and increase all DAs/MDAs 100 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA.
VDP and Baro-VNAV NA when using Hermiston altimeter setting.

MALSR

MISSED APPROACH: Climb to 5200 direct TUPTE and via 282° track to PAIDS and hold, continue climb-in-hold to 5200.

ATIS	CHINOOK APP CON★	TRI-CITIES TOWER★	GND CON	CLNC DEL	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 323.3	121.8	120.0	122.95



5200	TUPTE	282° tr	PAIDS

1180 when using Hermiston altimeter setting.
*LNAV only

CATEGORY	A	B	C	D
LPV DA	680/24 276 (300-½)			
LNAV/VNAV DA	797/40 393 (400-¾)			
LNAV MDA	780/24 376 (400-½)		780/50 376 (400-1)	
CIRCLING	880-1 470 (500-1)	900-1½ 490 (500-1½)	1040-2 630 (700-2)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7503
CH 86605	296°	TDZE	405
W30A		Apt Elev	410

RNAV (GPS) RWY 30

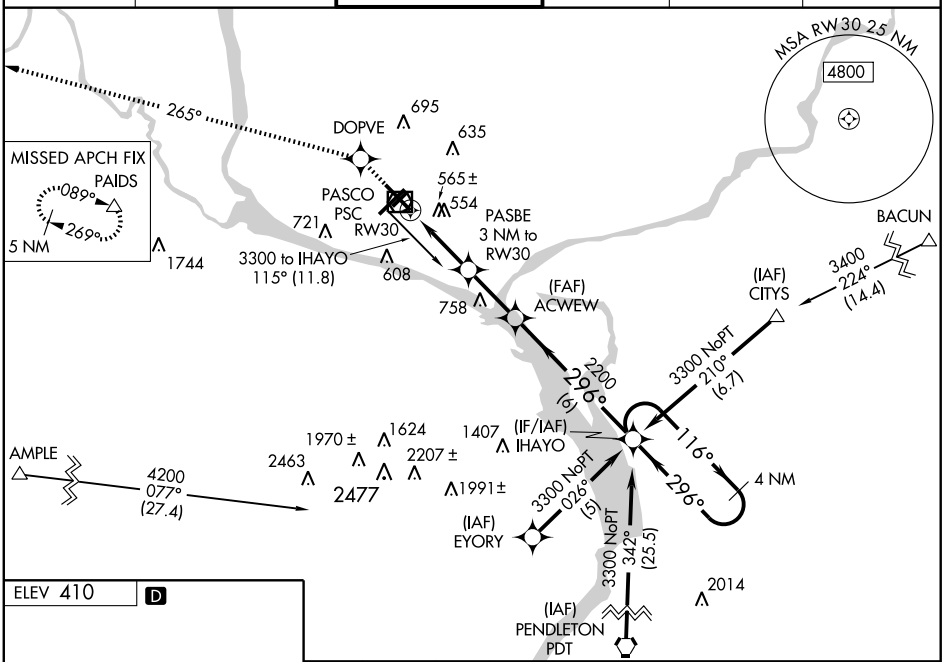
PASCO/TRI-CITIES (PSC)

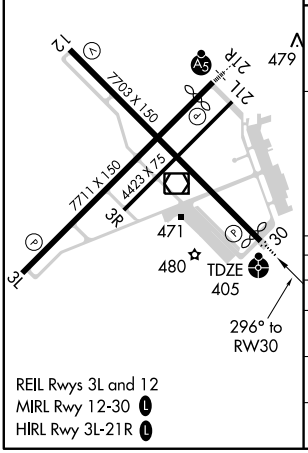
When local altimeter setting not received, use Hermiston altimeter setting and increase all DAs/MDAs 100 feet and all visibilities ½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
VDP and Baro-VNAV NA when using Hermiston altimeter setting.
Inoperative table does not apply. Circling to Rwy 3R NA at night.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

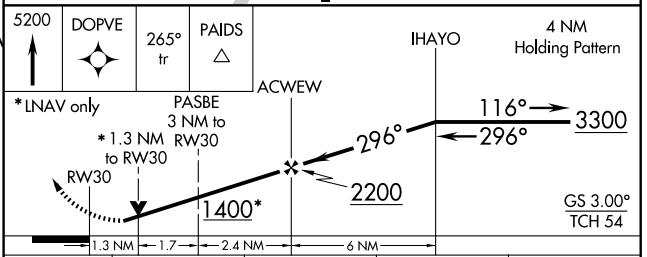
ODALS

MISSED APPROACH: Climb to 5200 direct DOPVE and via 265° track to PAIDS and hold, continue climb-in-hold to 5200.

ATIS	CHINOOK APP CON★	TRI-CITIES TOWER★	GND CON	CLNC DEL	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 323.3	121.8	120.0	122.95





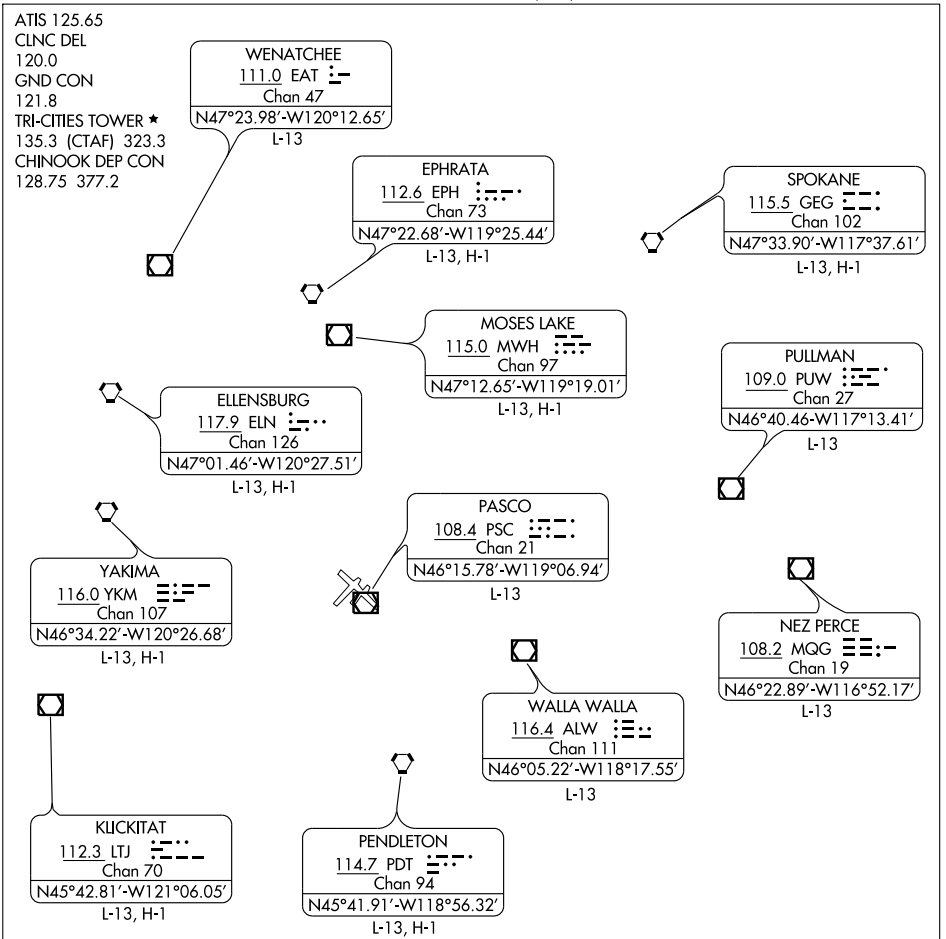


CATEGORY	A	B	C	D
LPV DA	777-1¼ 372 (400-1¼)			
LNAV/VNAV DA	913-1¾ 508 (600-1¾)			
LNAV MDA	880-1 475 (500-1)		880-1¼ 475 (500-1¼)	880-1½ 475 (500-1½)
CIRCLING	920-1 510 (600-1)		920-1½ 510 (600-1½)	1040-2 630 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TRI-CITIES FOUR DEPARTURE

SL-474 (FAA)



NOTE: SID will not be assigned when Control Tower is closed.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly runway heading, or ATC assigned heading, for vector to assigned route/fix. Maintain 10,000' or assigned lower altitude. Expect clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: Climb runway heading to 3,000' then reverse course direct PSC VOR/DME to cross at or above MEA for route of flight.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME PSC 108.4 Chan 21	APP CRS 291°	Rwy Idg 7503 TDZE 405 Apt Elev 410

VOR/DME RWY 30

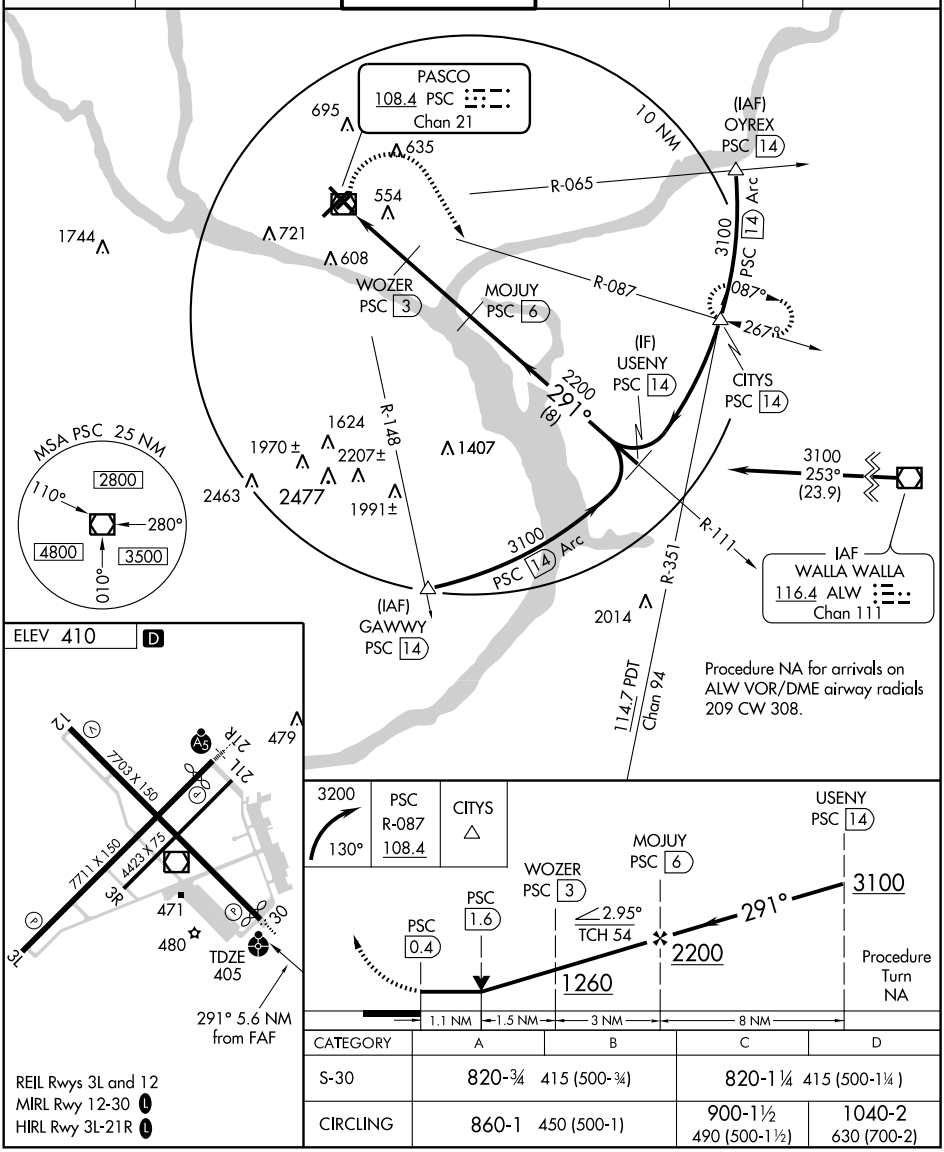
PASCO/TRI-CITIES (PSC)

▼ Inoperative table does not apply to Cat C.
▲ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hermiston altimeter setting and increase all MDA 100 feet, increase S-30 visibility Cat C ¼ mile, Cat D ½ mile and circling Cat D ¼ mile.

ODALS

MISSED APPROACH: Climbing right turn to 3200 via heading 130° and PSC R-087 to CITYS INT/PSC 14 DME and hold.

ATIS	CHINOOK APP CON ★	TRI-CITIES TOWER ★	GND CON	CLNC DEL	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 323.3	121.8	120.0	122.95



CATEGORY	A	B	C	D
S-30	820-¾ 415 (500-¾)		820-1¼ 415 (500-1¼)	
CIRCLING	860-1 450 (500-1)		900-1½ 490 (500-1½)	1040-2 630 (700-2)

REIL Rwys 3L and 12
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME PSC	APP CRS	Rwy Idg	7111
108.4	195°	TDZE	404
Chan 21		Apt Elev	410

VOR RWY 21R

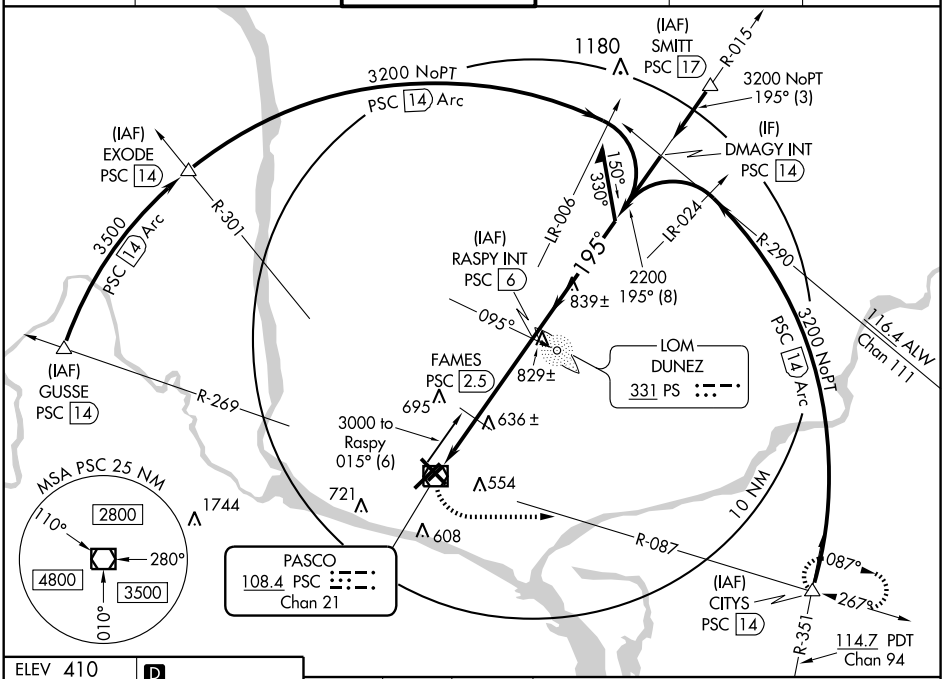
PASCO/ TRI-CITIES (PSC)

If local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 100 feet.
VDP NA when using Hermiston altimeter setting.
ADF or DME required. Circling to Rwy 03R NA at night.

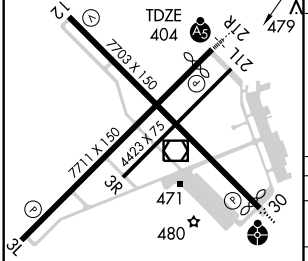
MALSR

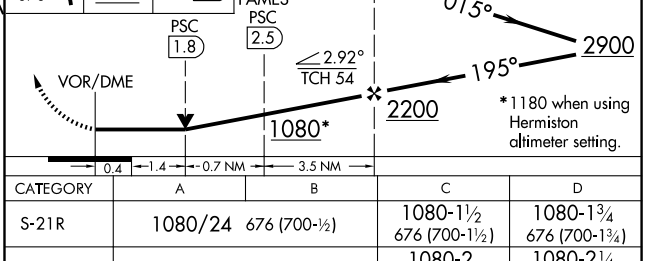
MISSED APPROACH: Climbing left turn to 3200 via heading 070° and PSC VOR/DME R-087 to CITYS INT/PSC 14 DME and hold.

ATIS	CHINOOK APP CON★	TRI-CITIES TOWER★	GND CON	CLNC DEL	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 323.3	121.8	120.0	122.95



ELEV 410 D





CATEGORY	A	B	C	D
S-21R	1080/24 676 (700-½)		1080-1½ 676 (700-1½)	1080-1¾ 676 (700-1¾)
CIRCLING	1080-1 670 (700-1)		1080-2 670 (700-2)	1080-2¼ 670 (700-2¼)
FAMES FIX MINIMUMS				
S-21R	900/24 496 (500-½)		900/40 496 (500-¾)	900/50 496 (500-1)
CIRCLING	920-1 510 (600-1)		920-1½ 510 (600-1½)	1040-2 630 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

POINT ROBERTS AIRPARK (1RL) 1 SW UTC−8(−7DT) N48°58.78′ W123°04.73′ **SEATTLE**

10 NOTAM FILE SEA

RWY 16–34: 2265X125 (TURF)

RWY 16: Brush. Rgt tfc.

RWY 34: Brush.

AIRPORT REMARKS: Attended Apr–Oct continuously. When able land to the N and depart to the S. Traffic pattern W of fld over water. Noise abatement procedures in effect, contact airport manager for details at 360–945–3139.

COMMUNICATIONS: CTAF/UNICOM 122.8

PORT ANGELES N48°06.99′ W123°29.13′ **SEATTLE**

RCO 122.6 (SEATTLE RADIO) **L–1E**

PORT ANGELES CGAS (NOW) (KNOW) CG 2 N UTC−8(−7DT) N48°08.49′ W123°24.84′ **SEATTLE**

13 B **FUEL** J5 NOTAM FILE SEA **L–1E**

RWY 07–25: H4500X150 (ASPH) MIRL **IAP, DIAP**

MILITARY SERVICE: JASU 1(MD–3) **FUEL** J5. Avbl 1500–0000Z‡, other times ltd to search and rescue and CG missions. **TRAN ALERT** Tran acft arrive between 1500–0000Z‡ only. Ctc Port Angeles Air on 345.0 or 127.7 15 min prior to ldg.

MILITARY REMARKS: RSTD CLOSED to non–CG fixed wing acft. 24 hr PPR C360–417–5840. **CAUTION** 150′ twr 75 yards south of rwy, marked by strobe lgt.

COMMUNICATIONS: CTAF/UNICOM 122.975

SEATTLE RADIO 122.6

WHIDBEY APP/DEP 118.2 285.65 **CLNC DEL** 124.15

PORT ANGELES AIR 127.7 345.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA

EDIZ HOOK NDB (MHW) 317 K N48°08.39′ W123°24.13′ at fld. OTS indef.

NDB unusable:

085°–110° byd 20 NM
110°–140° byd 15 NM
140°–180° byd 10 NM
180°–245° byd 15 NM
245°–340° byd 10 NM

COMM/NAV/WEATHER REMARKS: Advisory information avbl at Port Angeles Air on prior notice; other CG frequencies avbl on request.

HELIPAD H1: H100X100 (ASPH)

PORT ANGELES

WILLIAM R FAIRCHILD INTL (CLM) 3 NW UTC−8(−7DT) N48°07.21′ W123°29.98′ **SEATTLE**

291 B S4 **FUEL** 100LL, JET A OX 2 LRA NOTAM FILE CLM **H–1B, L–1E**

RWY 08–26: H6347X150 (ASPH–GRVD) S–55, D–66, 2S–83, 2D–115 MIRL **IAP**

RWY 08: MALSR. VASI(V4L)—GA 3.0° TCH 47′. Trees.

RWY 26: REIL. SAVASI(S2L)—GA 4.0° TCH 49′. Thld dsplcd 1354′. Antenna. Rgt tfc.

RWY 13–31: H3245X50 (ASPH) S–30 LIRL 1.4% up SE

RWY 13: Trees. **RWY 31:** Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1500–0100Z‡. For after hours Jet A call 360–452–6206. Rwy 13–31 CLOSED SS to SR. Waterfowl and birds on and invof arpt. Increased bird activity due to waste landfill located ½ mile northwest AER 08. No air carrier ops. Arpt surrendered arpt opr certificate 12/9/05. ACTIVATE MIRL Rwy 08–26 and MALSR Rwy 08—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (360) 457–1070.

COMMUNICATIONS: CTAF/UNICOM 122.975

PORT ANGELES RCO 122.6 (SEATTLE RADIO)

Ⓡ **WHIDBEY APP/DEP CON** 118.2 **CLNC DEL** 124.15

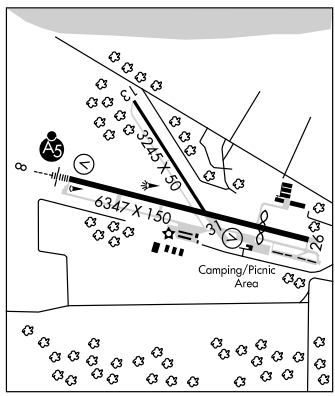
AIRSPACE: CLASS E svc 1300–0730Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

TATOOSH (H) VORTACW 112.2 TOU Chan 59 N48°17.99′ W124°37.62′ 081° 46.5 NM to fld. 1652/22E. **HIWAS.**

ELWHA NDB (MHW/LOM) 515 CL N48°09.01′ W123°40.22′ 083° 7.1 NM to fld. NOTAM FILE CLM. NDB unusable 100°–235° beyond 12 NM.

ILS 108.9 I–CLM Rwy 08. Class IA. LOM ELWHA NDB. Localizer unusable inside thld.



PORT OF ILWACO (See ILWACO)

PORT OF POULSBO MARINA MOORAGE SPB (See POULSBO)

LOC I-CLM	APP CRS	Rwy Idg	6347
108.9	083°	TDZE	284
		Apt Elev	291

ILS or LOC RWY 8

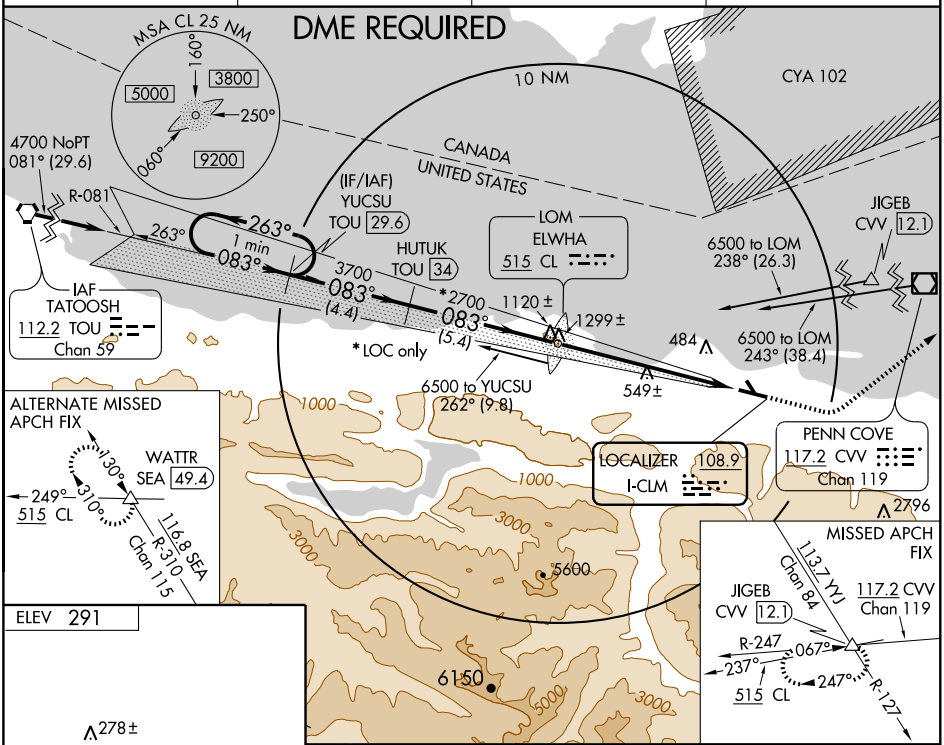
PORT ANGELES/ WILLIAM R. FAIRCHILD INTL (CLM)

T Circling NA south of Rwy 8-26.
A DME required.
DME from TOU VORTAC. Simultaneous reception of I-CLM and TOU DME required. If local altimeter setting not received, use Friday Harbor altimeter setting and increase all MDAs 100 feet. ILS procedure NA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5400 via heading 030° and CVV R-247 to JIGEB/CVV 12.1 DME and hold, continue climb-in-hold to 5400.

ASOS	WHIDBEY APP CON *	CLNC DEL	UNICOM
135.175	118.2 285.65	124.15	122.975 (CTAF) L



LIRL Rwy 13-31
MIRL Rwy 8-26 L
REIL Rwy 26

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

CATEGORY	A	B	C	D
S-ILS 8	486-½	202 (200-½)		
S-LOC 8	840-½	556 (600-½)	840-1 556 (600-1)	840-1¼ 556 (600-1¼)
CIRCLING	840-1	549 (600-1)	840-1½ 549 (600-1½)	860-2 569 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6347
CH 77703	082°	TDZE	284
W08A		Apt Elev	291

RNAV (GPS) RWY 8

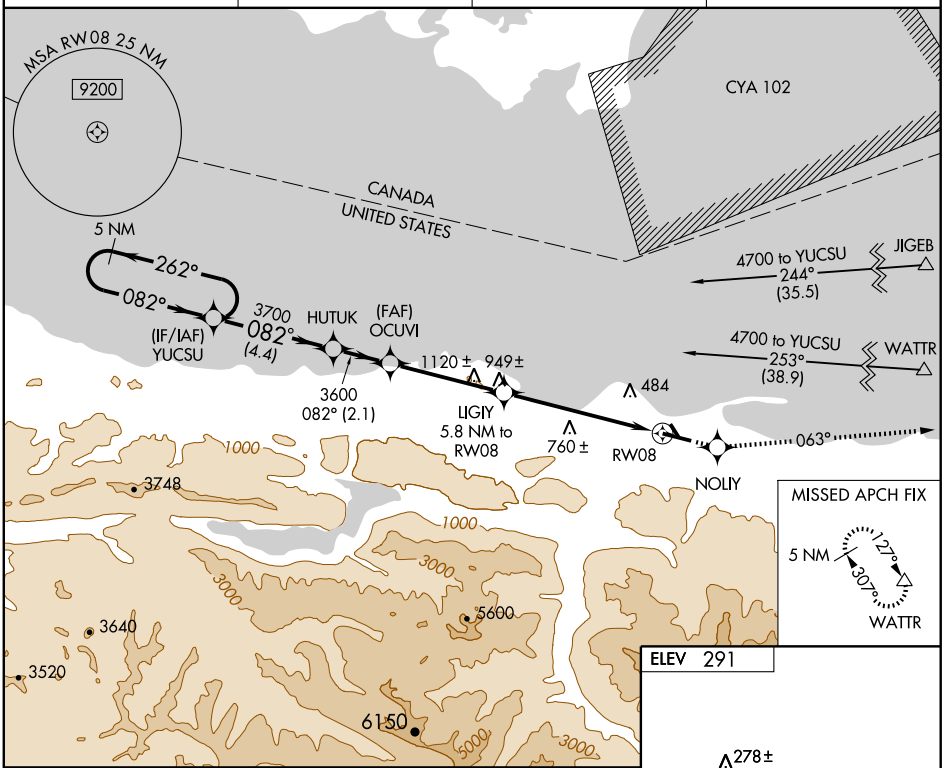
PORT ANGELES/ WILLIAM R. FAIRCHILD INTL (CLM)

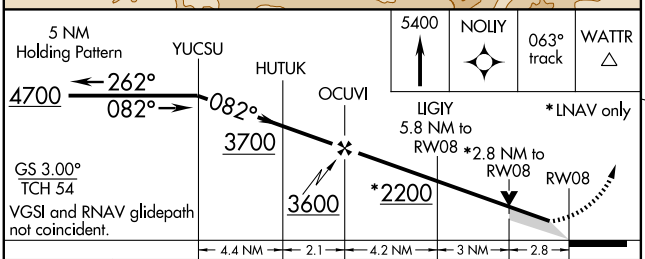
Circling NA south of Rwy 8-26. DME/DME RNP- 0.3 NA. If local altimeter setting not received, use Friday Harbor altimeter setting and increase all DAs/MDAs 100 feet. VDP NA when using Friday Harbor altimeter setting.

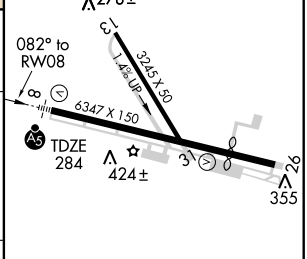
MALSR

MISSED APPROACH: Climb to 5400 direct NOLIY and via 063° track to WATTR and hold, continue climb-in-hold to 5400.

ASOS	WHIDBEY APP CON ★	CLNC DEL	UNICOM
135.175	118.2 285.65	124.15	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		596-½ 312 (400-½)		
LNAV MDA	1240-¾ 956 (1000-¾)	1240-1 956 (1000-1)	1240-2½ 956 (1000-2½)	
CIRCLING	1240-1¼ 949 (1000-1¼)	1240-1½ 949 (1000-1½)	1240-3 949 (1000-3)	

LIRL Rwy 13-31
MIRL Rwy 8-26 L
REIL Rwy 26

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4993
263°	TDZE	282
	Apt Elev	291

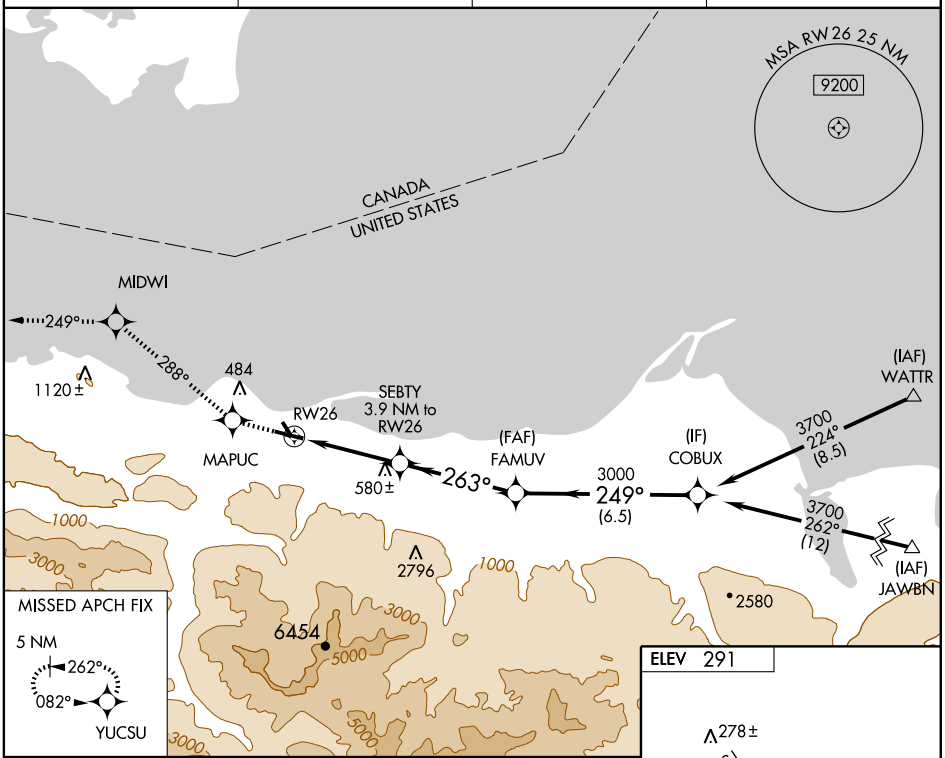
RNAV (GPS) RWY 26

PORT ANGELES/ WILLIAM R. FAIRCHILD INTL (CLM)

Circling NA south of Rwy 8-26. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Friday Harbor altimeter setting; increase all MDA 100 feet and visibility Cats B/C/D ½ mile.

MISSED APPROACH: Climb to 5400 direct MAPUC and via track 288° to MIDWI and via track 249° to YUCSU and hold.

ASOS	WHIDBEY APP CON ★	CLNC DEL	UNICOM
135.175	118.2 285.65	124.15	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	940-1 658 (700-1)		940-1¾ 658 (700-1¾)	940-2 658 (700-1)
CIRCLING	940-1 649 (700-1)		940-1¾ 649 (700-1¾)	940-2 649 (700-2)

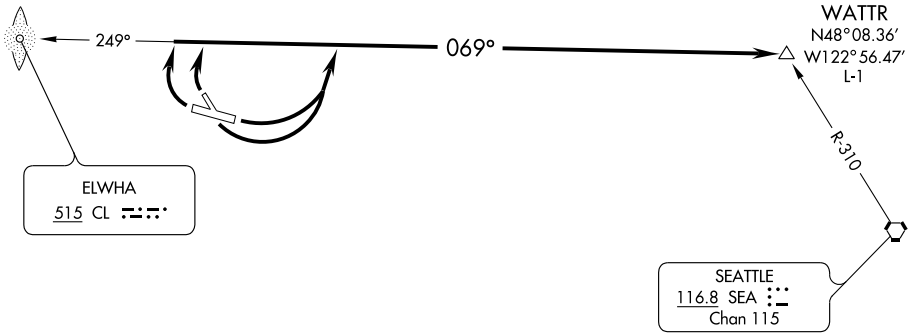
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NAS WHIDBEY DEP CON
118.2 285.65
SEATTLE RADIO
122.6
CTAF 122.975

VICTORIA
113.7 YYJ
Chan 84
N48°43.62' - W123°29.06'
L-1, H-1

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees and pole beginning 1299' from DER, 32' left of centerline, up to 100' AGL/520' MSL.
Sign 76' from DER, 230' left of centerline, 5' AGL/276' MSL.
Hangar 1550' from DER, 457' left of centerline, 49' AGL/320' MSL.
OL on airport beacon 2023' from DER, 829' left of centerline, 74' AGL/345' MSL.
Multiple trees and pole beginning 614' from DER, 11' right of centerline, up to 100' AGL/599' MSL.
Rwy 26: Multiple trees beginning 2940' from DER, 747' left of centerline, up to 95' AGL/378' MSL.
Rwy 31: Multiple trees beginning 470' from DER, 39' left of centerline, up to 71' AGL/298' MSL.
Multiple trees beginning 640' from DER, 112' right of centerline, up to 63' AGL/290' MSL.
Rwy 8: Multiple trees and poles beginning 130' from DER, 261' left of centerline, up to 124' AGL/415' MSL.
Multiple trees and poles beginning 923' from DER, 111' right of centerline, up to 232' AGL/479' MSL.
Hangar 212' from DER, 523' right of centerline, 19' AGL/310' MSL.



TAKE-OFF MINIMUMS
Rwys 26, 31: Standard.
Rwy 13: Standard with minimum climb of 454' per NM to 1100.
Rwy 8: 300-1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8 and 13: Climbing left turn, thence....

TAKE-OFF RUNWAYS 26 and 31: Climbing right turn, thence....

....on 069° bearing from CL LOM to WATTR INT, maintain 5400.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

POINT ROBERTS AIRPARK (1RL) 1 SW UTC−8(−7DT) N48°58.78′ W123°04.73′ **SEATTLE**

10 NOTAM FILE SEA

RWY 16–34: 2265X125 (TURF)

RWY 16: Brush. Rgt tfc.

RWY 34: Brush.

AIRPORT REMARKS: Attended Apr–Oct continuously. When able land to the N and depart to the S. Traffic pattern W of fld over water. Noise abatement procedures in effect, contact airport manager for details at 360–945–3139.

COMMUNICATIONS: CTAF/UNICOM 122.8

PORT ANGELES N48°06.99′ W123°29.13′ **SEATTLE**

RCO 122.6 (SEATTLE RADIO) **L–1E**

PORT ANGELES CGAS (NOW) (KNOW) CG 2 N UTC−8(−7DT) N48°08.49′ W123°24.84′ **SEATTLE**

13 B **FUEL** J5 NOTAM FILE SEA **L–1E**

RWY 07–25: H4500X150 (ASPH) MIRL **IAP, DIAP**

MILITARY SERVICE: JASU 1(MD–3) **FUEL** J5. Avbl 1500–0000Z‡, other times ltd to search and rescue and CG missions. **TRAN ALERT** Tran acft arrive between 1500–0000Z‡ only. Ctc Port Angeles Air on 345.0 or 127.7 15 min prior to ldg.

MILITARY REMARKS: RSTD CLOSED to non–CG fixed wing acft. 24 hr PPR C360–417–5840. **CAUTION** 150′ twr 75 yards south of rwy, marked by strobe lgt.

COMMUNICATIONS: CTAF/UNICOM 122.975

SEATTLE RADIO 122.6

WHIDBEY APP/DEP 118.2 285.65 **CLNC DEL** 124.15

PORT ANGELES AIR 127.7 345.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA

EDIZ HOOK NDB (MHW) 317 K N48°08.39′ W123°24.13′ at fld. OTS indef.

NDB unusable:

085°–110° byd 20 NM
110°–140° byd 15 NM
140°–180° byd 10 NM
180°–245° byd 15 NM
245°–340° byd 10 NM

COMM/NAV/WEATHER REMARKS: Advisory information avbl at Port Angeles Air on prior notice; other CG frequencies avbl on request.

HELIPAD H1: H100X100 (ASPH)

PORT ANGELES

WILLIAM R FAIRCHILD INTL (CLM) 3 NW UTC−8(−7DT) N48°07.21′ W123°29.98′ **SEATTLE**

291 B S4 **FUEL** 100LL, JET A 0X 2 LRA NOTAM FILE CLM **H–1B, L–1E**

RWY 08–26: H6347X150 (ASPH–GRVD) S–55, D–66, 2S–83, 2D–115 MIRL **IAP**

RWY 08: MALSR. VASI(V4L)—GA 3.0° TCH 47′. Trees.

RWY 26: REIL. SAVASI(S2L)—GA 4.0° TCH 49′. Thld dsplcd 1354′. Antenna. Rgt tfc.

RWY 13–31: H3245X50 (ASPH) S–30 LIRL 1.4% up SE

RWY 13: Trees. **RWY 31:** Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1500–0100Z‡. For after hours Jet A call 360–452–6206. Rwy 13–31 CLOSED SS to SR. Waterfowl and birds on and invof arpt. Increased bird activity due to waste landfill located ½ mile northwest AER 08. No air carrier ops. Arpt surrendered arpt opr certificate 12/9/05. ACTIVATE MIRL Rwy 08–26 and MALSR Rwy 08—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (360) 457–1070.

COMMUNICATIONS: CTAF/UNICOM 122.975

PORT ANGELES RCO 122.6 (SEATTLE RADIO)

Ⓡ **WHIDBEY APP/DEP CON** 118.2 **CLNC DEL** 124.15

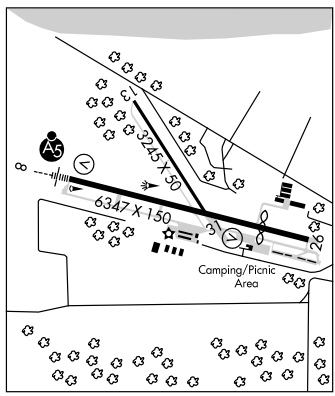
AIRSPACE: CLASS E svc 1300–0730Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

TATOOSH (H) VORTACW 112.2 TOU Chan 59 N48°17.99′ W124°37.62′ 081° 46.5 NM to fld. 1652/22E. **HIWAS.**

ELWHA NDB (MHW/LOM) 515 CL N48°09.01′ W123°40.22′ 083° 7.1 NM to fld. NOTAM FILE CLM. NDB unusable 100°–235° beyond 12 NM.

ILS 108.9 I–CLM Rwy 08. Class IA. LOM ELWHA NDB. Localizer unusable inside thld.



PORT OF ILWACO (See ILWACO)

PORT OF POULSBO MARINA MOORAGE SPB (See POULSBO)

NDB K	APP CRS	Rwy Idg	N/A
317	237°	TDZE	N/A
		Apt Elev	13

COPTER NDB or GPS 237°

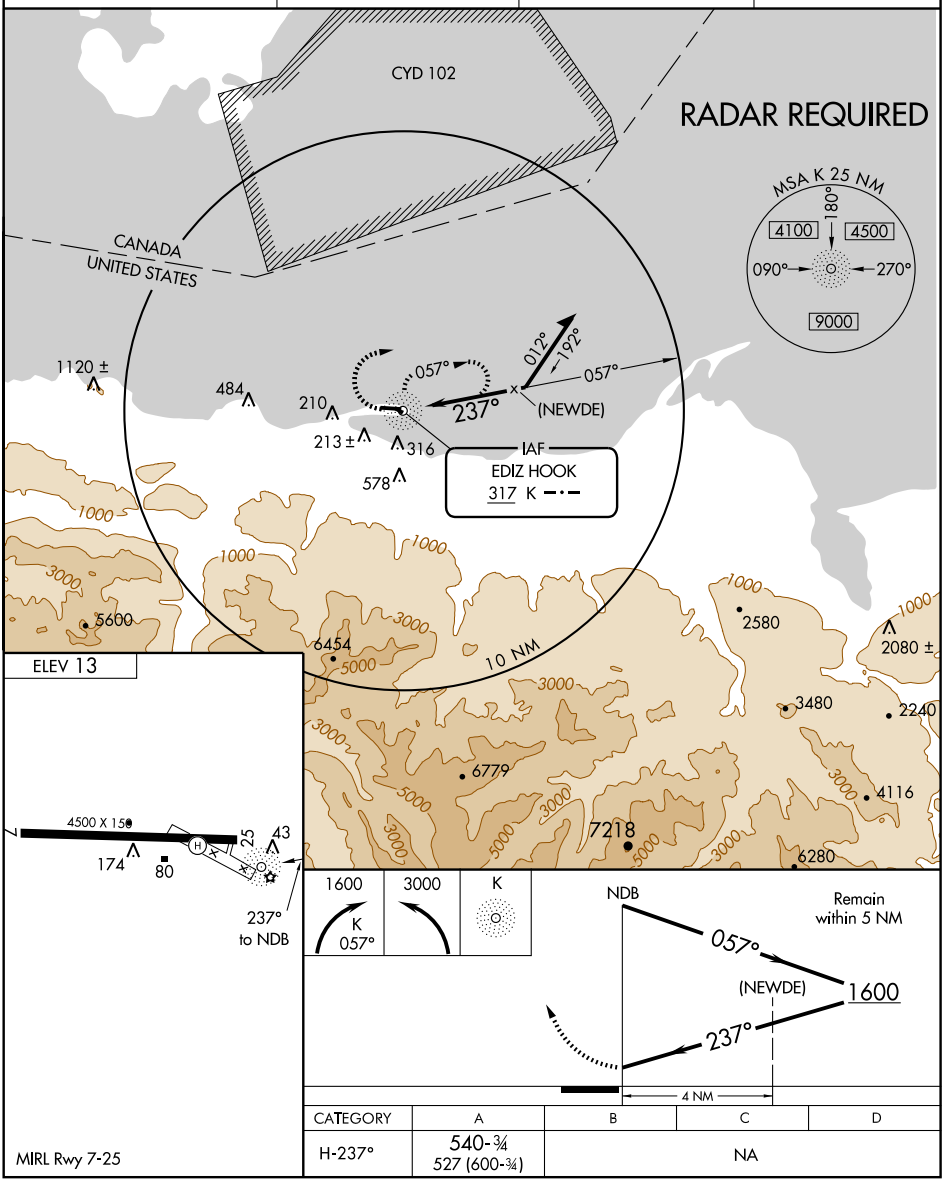
PORT ANGELES CGAS (NOW)

NA

Prior permission required.

MISSED APPROACH: Climbing right turn to 1600 via bearing 057° from Ediz Hook NDB, then climbing left turn to 3000 direct Ediz Hook NDB and hold.

WHIDBEY APP CON	PORT ANGELES AIR	CLNC DEL	UNICOM
118.2 285.65	127.7 345.0	124.15	122.975 (CTAF)



CATEGORY	A	B	C	D
H-237°	540-¾ 527 (600-¾)	NA		

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

PULLMAN/MOSCOW, ID

PULLMAN/MOSCOW RGNL (PUW) 3 NE UTC−8(−7DT) N46°44.63′ W117°06.58′ SEATTLE
2556 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE PUW H–1C, L–13B
RWY 05–23: H6730X100 (ASPH) S–57, D–75, 2S–95, 2D–135 HIRL IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 55′. Thld dsplcd 290′. Fence.

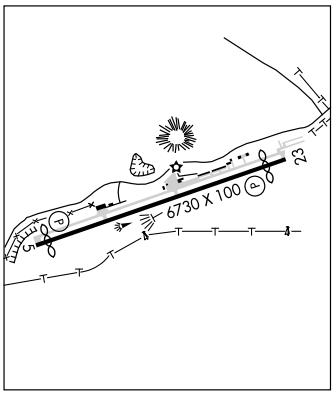
RWY 23: REIL. PAPI(P4L)—GA 4.0° TCH 60′. Thld dsplcd 801′. Ground.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 05: TORA–6730 TODA–6730 ASDA–6490 LDA–6200

RWY 23: TORA–6730 TODA–6730 ASDA–6040 LDA–5240

AIRPORT REMARKS: Attended 1600–0200Z‡. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 509–338–3223. Non–paved areas soft. Acft must delay taxiing and remain behind the intermediate holding position line when large acft ops are in progress. No parking between rwy and taxiway and within 30′ of taxiway to the north west. ACTIVATE HIRL Rwy 05–23, and REIL Rwy 05 and Rwy 23—CTAF. Landing fee for all commercial acft.



WEATHER DATA SOURCES: ASOS 135.675 (509)334–3222. **HIWAS** 109.0 PUW.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.6 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 123.95

AIRSPACE: CLASS E svc Mon–Fri 1400–0600Z‡, Sat 1700–0000Z‡, Sun 1900–0600Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PUW.

(L) VORW/DME 109.0 PUW Chan 27 N46°40.46′ W117°13.41′ 028° 6.3 NM to fld. 2720/20E. **HIWAS.** DME unmonitored.

PUYALLUP

PIERCE CO–THUN FLD (PLU) 5 S UTC−8(−7DT) N47°06.24′ W122°17.23′ SEATTLE
538 B S4 **FUEL** 100LL 0X 4 TPA—1538(1000) NOTAM FILE PLU L–1D
RWY 16–34: H3650X60 (ASPH) MIRL IAP

RWY 16: REIL. PAPI(P4L)—GA 4.0° TCH 53′. Trees.

RWY 34: REIL. PAPI(P4R)—GA 4.0° TCH 53′. Road.

AIRPORT REMARKS: Attended 1600Z‡–dusk. Fuel avbl 24 hours with credit card. Ultralights prohibited. Noise sensitive all quadrants.

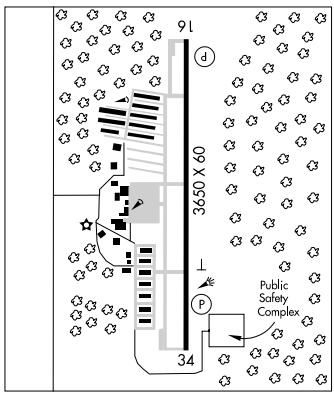
WEATHER DATA SOURCES: AWOS–3 128.575 (253) 848–2748.

COMMUNICATIONS: CTAF/UNICOM 122.7

SEATTLE APP/DEP CON 126.5 **CLNC DEL** 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.

McCHORD (T) VORTAC 109.6 TCM Chan 33 N47°08.86′ W122°28.50′ 087° 8.1 NM to fld. 284/22E. No NOTAM MP Tue, Thu 0700–1600Z‡.



WAAS	APP CRS	Rwy Idg 6200
Chan 50129	051°	TDZE 2540
W05A		Apt Elev 2556

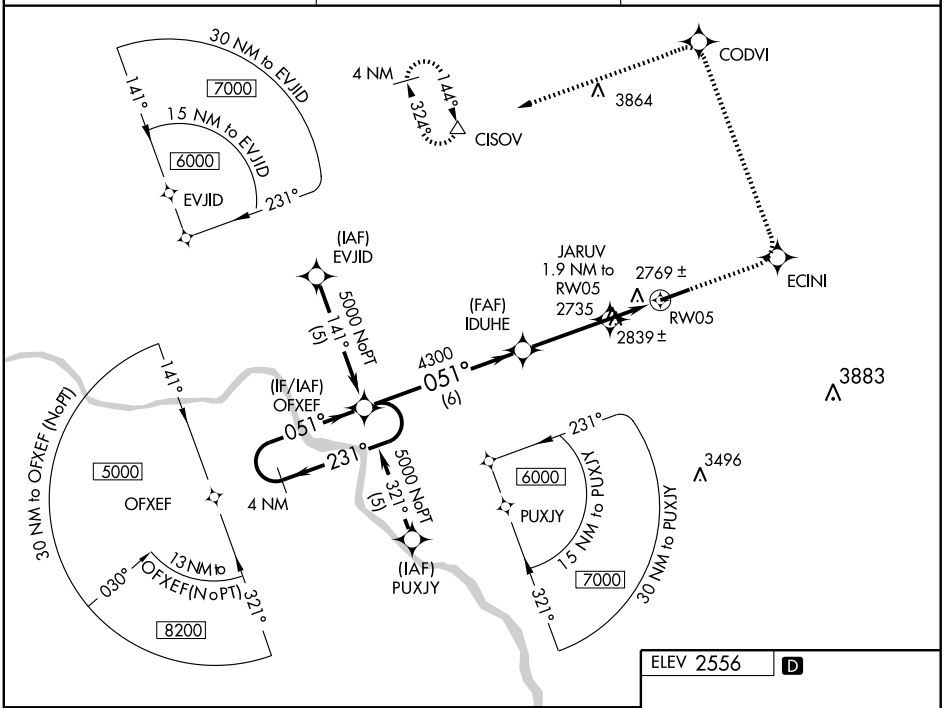
RNAV (GPS) RWY 5

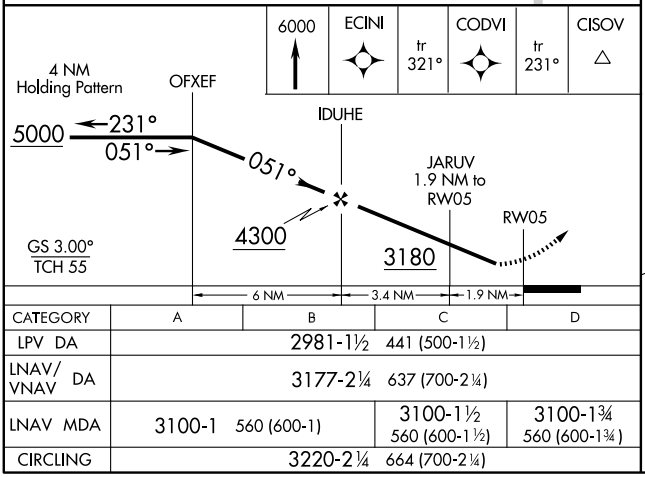
PULLMAN/MOSCOW RGNL (PUW)

DME/DME RNP-0.3 NA.
Baro VNAV NA below -20°C (-4°F).

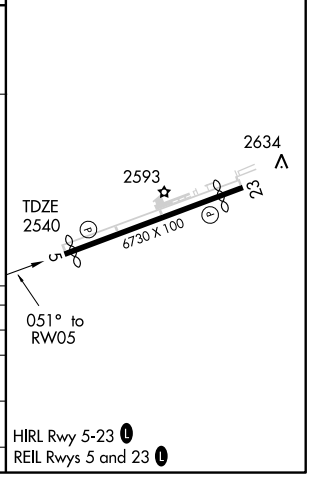
MISSED APPROACH: Climb to 6000 direct ECINI, and via 321° track to CODVI and via 231° track to CISOV and hold.

ASOS	SEATTLE CENTER	UNICOM
135.675	123.95 290.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2981-1½ 441 (500-1½)			
LNAV/VNAV DA	3177-2¼ 637 (700-2¼)			
LNAV MDA	3100-1 560 (600-1)		3100-1½ 560 (600-1½)	3100-1¾ 560 (600-1¾)
CIRCLING	3220-2¼ 664 (700-2¼)			



HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AL-798 (FAA)

RNAV (GPS) RWY 23

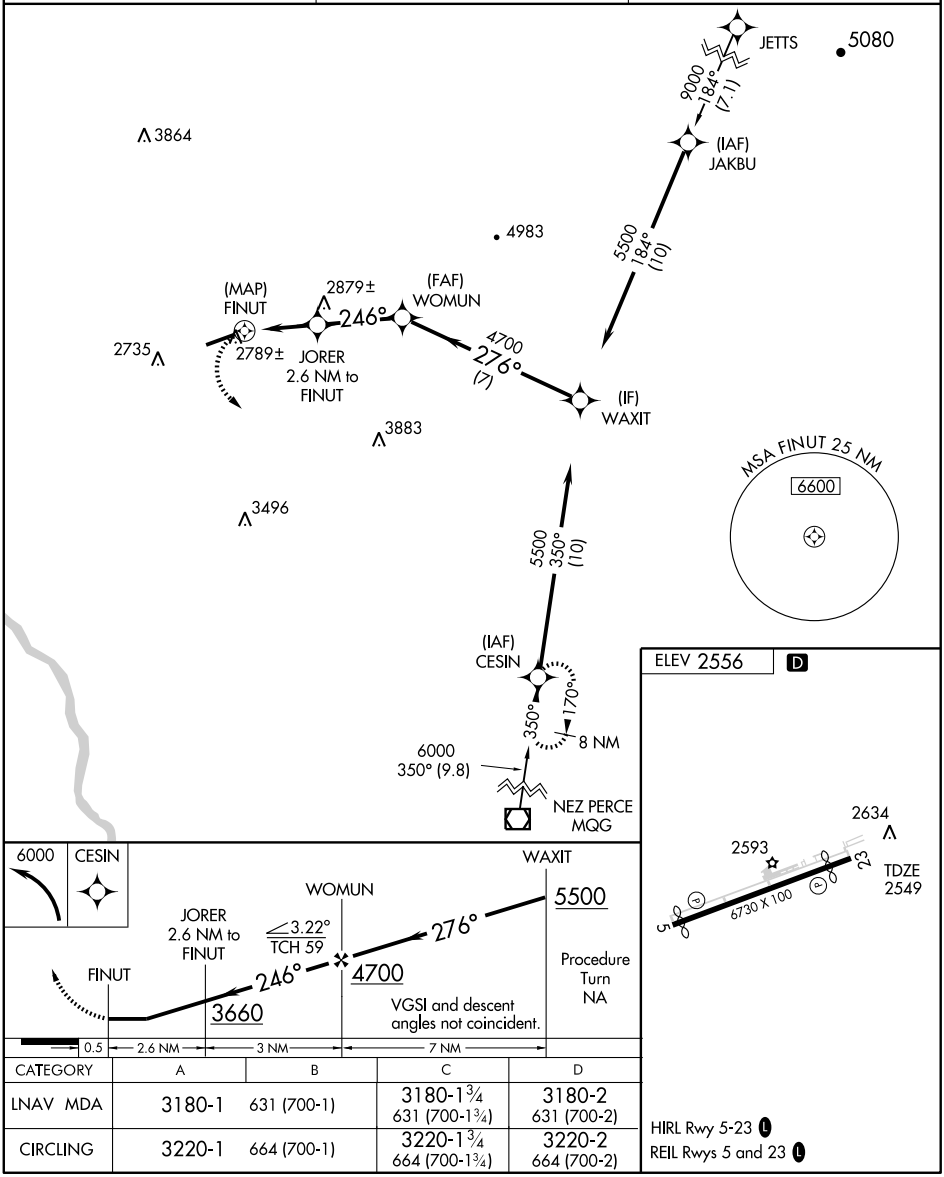
PULLMAN/MOSCOW RGNL (PUW)

APP CRS		
246°	Rwy Idg	5240
	TDZE	2549
	Apt Elev	2556

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 6000 direct CESIN and hold.

ASOS	SEATTLE CENTER	UNICOM
135.675	123.95 290.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3180-1	631 (700-1)	3180-1¾ 631 (700-1¾)	3180-2 631 (700-2)
CIRCLING	3220-1	664 (700-1)	3220-1¾ 664 (700-1¾)	3220-2 664 (700-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME PUW	APP CRS	Rwy Idg	6200
109.0	026°	TDZE	2540
Chan 27		Apt Elev	2556

AL-798 (FAA)

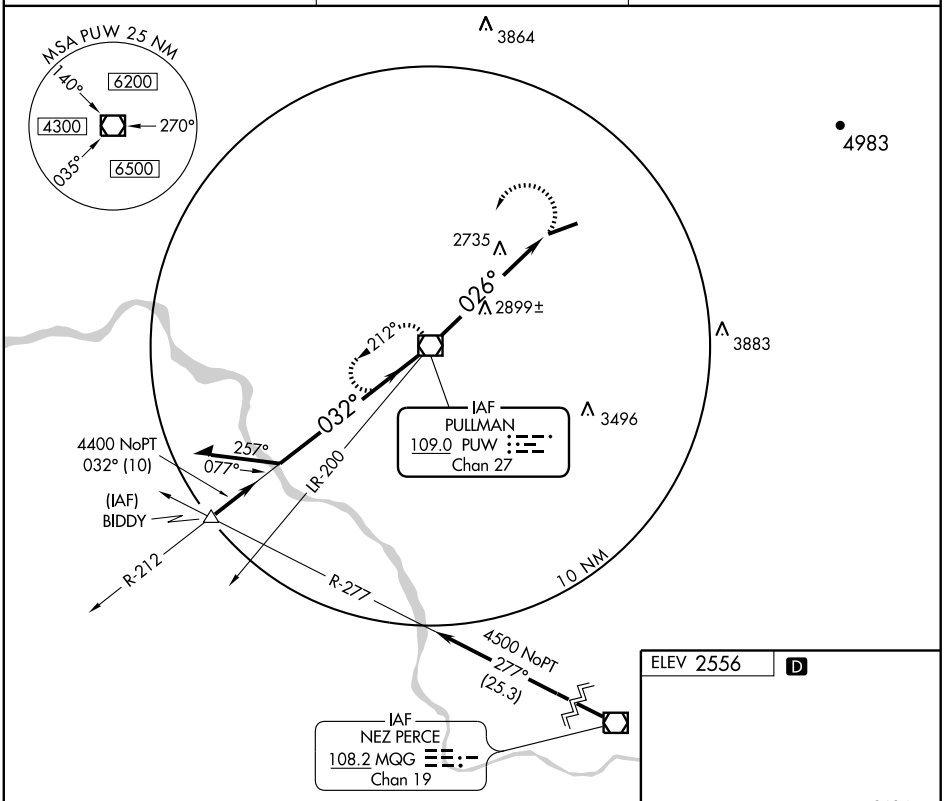
VOR RWY 5

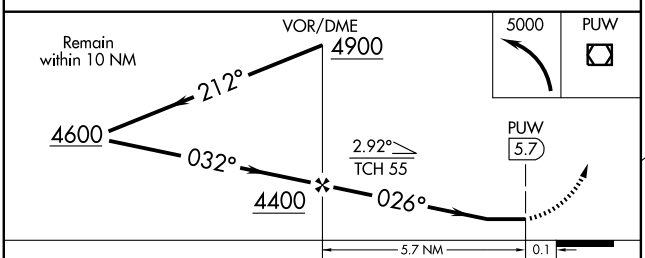
PULLMAN/MOSCOW RGNL (PUW)

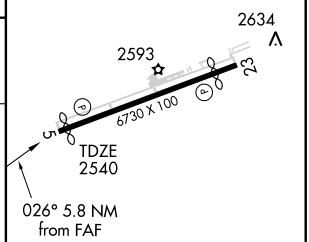
When VGSI inoperative, circling Rwy 5 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 5000 direct PUW VOR/DME and hold.

ASOS	SEATTLE CENTER	UNICOM
135.675	123.95 290.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	3120-1	580 (600-1)	3120-1½ 580 (600-1½)	3120-1¾ 580 (600-1¾)
CIRCLING	3220-1	664 (700-1)	3220-1¾ 664 (700-1¾)	3220-2 664 (700-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

PULLMAN/MOSCOW, ID

PULLMAN/MOSCOW RGNL (PUW) 3 NE UTC−8(−7DT) N46°44.63′ W117°06.58′ SEATTLE
2556 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE PUW H–1C, L–13B
RWY 05–23: H6730X100 (ASPH) S–57, D–75, 2S–95, 2D–135 HIRL IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 55′. Thld dsplcd 290′. Fence.

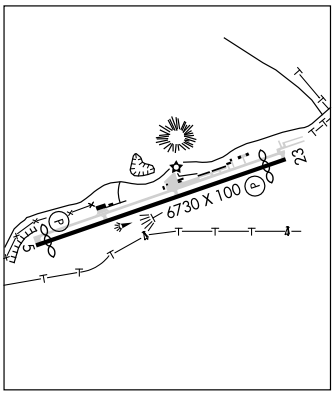
RWY 23: REIL. PAPI(P4L)—GA 4.0° TCH 60′. Thld dsplcd 801′. Ground.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 05: TORA–6730 TODA–6730 ASDA–6490 LDA–6200

RWY 23: TORA–6730 TODA–6730 ASDA–6040 LDA–5240

AIRPORT REMARKS: Attended 1600–0200Z‡. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 509–338–3223. Non–paved areas soft. Acft must delay taxiing and remain behind the intermediate holding position line when large acft ops are in progress. No parking between rwy and taxiway and within 30′ of taxiway to the north west. ACTIVATE HIRL Rwy 05–23, and REIL Rwy 05 and Rwy 23—CTAF. Landing fee for all commercial acft.



WEATHER DATA SOURCES: ASOS 135.675 (509)334–3222. **HIWAS** 109.0 PUW.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.6 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 123.95

AIRSPACE: CLASS E svc Mon–Fri 1400–0600Z‡, Sat 1700–0000Z‡, Sun 1900–0600Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PUW.

(L) VORW/DME 109.0 PUW Chan 27 N46°40.46′ W117°13.41′ 028° 6.3 NM to fld. 2720/20E. **HIWAS.** DME unmonitored.

PUYALLUP

PIERCE CO–THUN FLD (PLU) 5 S UTC−8(−7DT) N47°06.24′ W122°17.23′ SEATTLE
538 B S4 **FUEL** 100LL 0X 4 TPA—1538(1000) NOTAM FILE PLU L–1D
RWY 16–34: H3650X60 (ASPH) MIRL IAP

RWY 16: REIL. PAPI(P4L)—GA 4.0° TCH 53′. Trees.

RWY 34: REIL. PAPI(P4R)—GA 4.0° TCH 53′. Road.

AIRPORT REMARKS: Attended 1600Z‡–dusk. Fuel avbl 24 hours with credit card. Ultralights prohibited. Noise sensitive all quadrants.

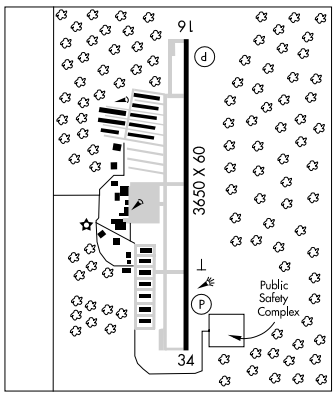
WEATHER DATA SOURCES: AWOS–3 128.575 (253) 848–2748.

COMMUNICATIONS: CTAF/UNICOM 122.7

SEATTLE APP/DEP CON 126.5 **CLNC DEL** 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.

McCHORD (T) VORTAC 109.6 TCM Chan 33 N47°08.86′ W122°28.50′ 087° 8.1 NM to fld. 284/22E. No NOTAM MP Tue, Thu 0700–1600Z‡.



APP CRS	Rwy Idg	3650
342°	TDZE	538
	Apt Elev	538

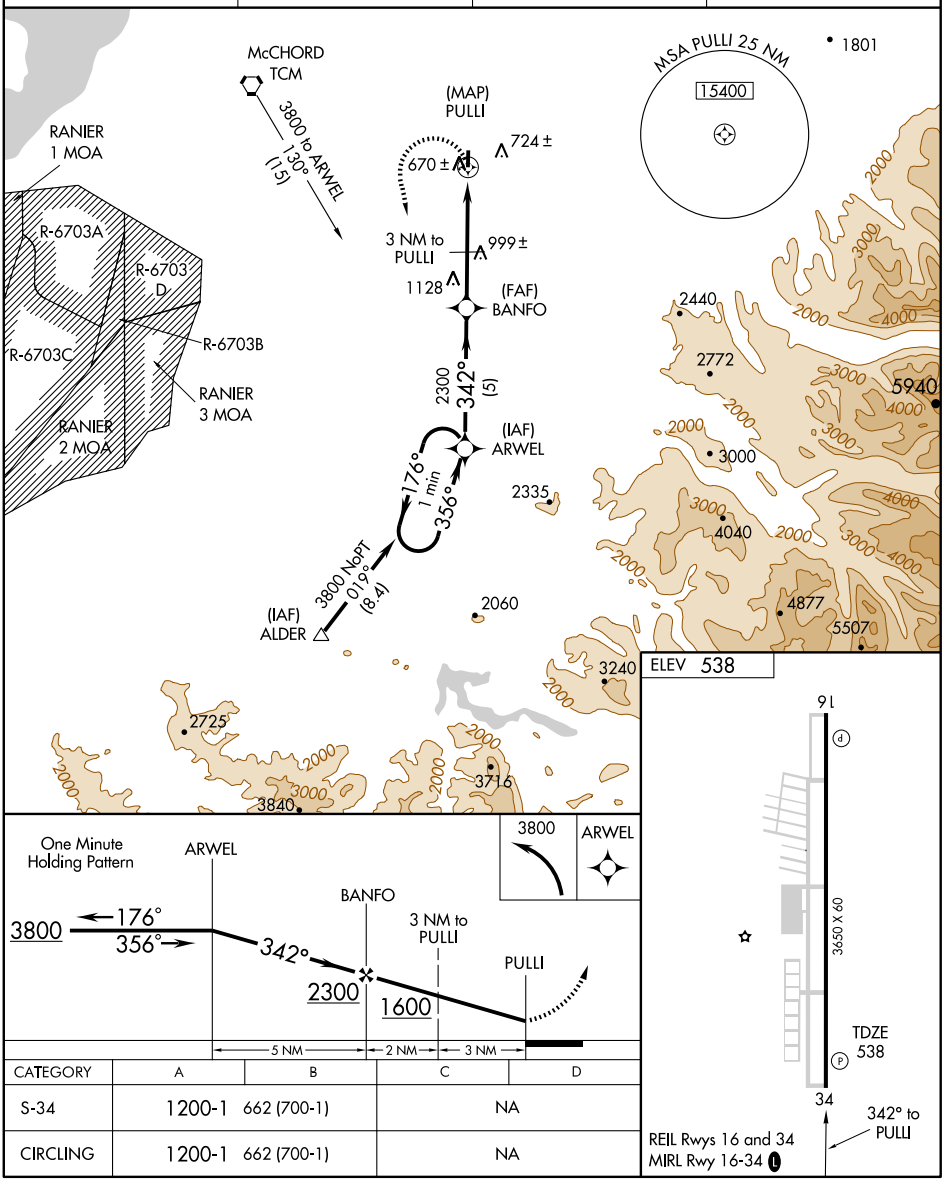
GPS RWY 34

PUYALLUP/ PIERCE COUNTY-THUN FIELD (PLU)

T
A NA

MISSED APPROACH: Climbing left turn to 3800 direct ARWEL WP and hold.

AWOS-3	SEATTLE APP CON	CLNC DEL	UNICOM
128.575	126.5 377.15	121.85	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-34	1200-1	662 (700-1)	NA	
CIRCLING	1200-1	662 (700-1)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

RENTON MUNI (RNT)
RENTON, WASHINGTON

AL-5396 (FAA)

ATIS
126.95
RENTON TOWER ★
124.7 256.9
GND CON
121.6 256.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ELEV
24

16
157.2°
34
337.2°

RWY 16-34
S-100, D-130, 2D-340

5382 X 200

HANGARS
HANGARS
HANGARS
HANGAR
HANGAR
HANGAR
HANGARS

TWR

VAR 16.9° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.2° W

453 ±

FIELD
ELEV
32

47°30′N
47°29.5′N
47°29′N
122°13.5′W
122°13′W
122°12.5′W

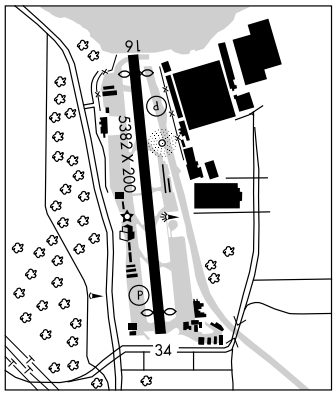
NW-1, 26 AUG 2010 to 23 SEP 2010

RENTON

RENTON MUNI (RNT) 0 NW UTC−8(−7DT) N47°29.59′ W122°12.95′ **SEATTLE**
32 B S4 **FUEL** 100LL, JET A1 + OX 1, 2 TPA—See Remarks LRA NOTAM FILE RNT **H–1B, L–1D**
RWY 16–34: H5382X200 (ASPH–CONC–GRVD) S–100, D–130, 2D–340 MIRL (NSTD) **IAP, AD**

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Thld dsplcd 300′. Trees.

RWY 34: REIL. PAPI(P2L)—GA 3.75° TCH 59′. Thld dsplcd 340′. Road. Rgt tfc.



AIRPORT REMARKS: Attended 1500Z‡–Dusk. Acft requiring svcs ctc 122.85 or 122.95. Numerous flocks of birds invof arpt and along Lake Washington shoreline at all times. Rwy 34 20′ blast fence 190′ from end of rwy. Be alert for Boeing production acft being towed across the rwy during hours twr closed. Seaplane base NW corner of arpt. TPA–1032(1000). TPA west of the fld is 1218′ AGL due to terrain immediately west of the arpt. West twy closed to acft with wing span 118′ or over. Noise abatement procedures in effect ctc arpt manager 425–430–7471. Rwy 16–34 NSTD MIRL, 340′ SE end unlit. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and twy lgts—CTAF. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (425) 255–6080. LAWRS.

COMMUNICATIONS: CTAF 124.7 **ATIS** 126.95 **UNICOM** 122.95

Ⓡ **SEATTLE APP/DEP CON** 119.2 (076°–160° Rwy 16) (341°–075°) 120.1 (199°–300°) 120.4 (301°–340° Rwy 34) 125.9 (076°–160° Rwy 34) (301°–340° Rwy 16) 126.5 (161°–198°)
TOWER 124.7 (Oct 1–Apr 30 1500–0400Z‡, May 1–Sep 30 1500–0500Z‡) **GND CON** 121.6

AIRSPACE: CLASS D svc Oct 1–Apr 30 1500–0400Z‡, May 1–Sep 30 1500–0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

SEATTLE (H) VORTACW 116.8 SEA Chan 115 N47°26.12′ W122°18.58′ 029° 5.2 NM to fld. 354/19E.

NDB (MHW) 353 RNT N47°29.73′ W122°12.88′ at fld. NOTAM FILE RNT.
NDB unusable 035°–085° beyond 20 NM.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

WILL ROGERS WILEY POST MEM SPB (W36) 1 N UTC−8(−7DT) N47°29.99′ W122°13.16′ **SEATTLE**
14 S4 **FUEL** 100LL, JET A, JET A1+ OX 1, 2 LRA NOTAM FILE RNT

WATERWAY 12–30: 5000X200 (WATER)

WATERWAY 12: Rgt tfc

SEAPLANE REMARKS: Attended 1500Z‡–Dusk. Ctc Renton twr when operating, for tfc data. When twr not operating announce intentions on 124.7. When flying inbound or outbound in the west channel waterway above 800′ AGL ctc Boeing twr freq 118.3 for traffic advisories. Flocks of waterfowl in vicinity, CAUTION advised ldgs and takeoffs. Extensive boating and personal watercraft in vicinity. Flight Notification Service (ADCUS) available.

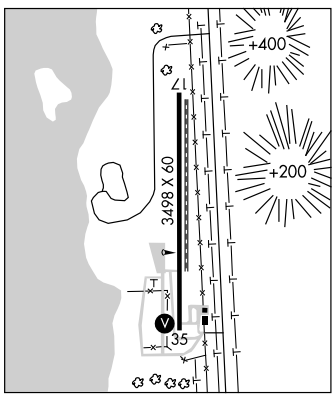
COMMUNICATIONS: CTAF 124.7 **UNICOM** 122.8

REPUBLIC

FERRY CO (R49) 6 NE UTC−8(−7DT) N48°43.09′ W118°39.39′ **SEATTLE**
2522 B TPA—3322(800) NOTAM FILE SEA **L–13A**
RWY 17–35: H3498X60 (ASPH) MIRL

RWY 17: REIL. Tree. Rgt tfc.

RWY 35: REIL. VASI(V2L)—GA 4.0° TCH 23′. Trees.



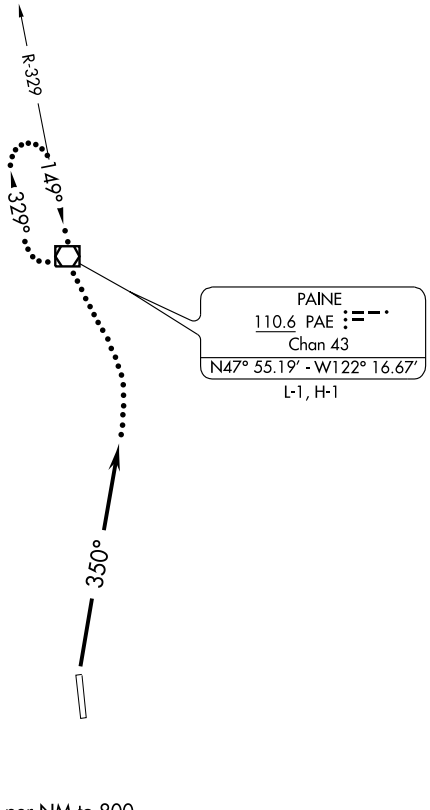
AIRPORT REMARKS: Unattended. Suggest ngt ldgs be made on Rwy 35. Rwy 17–35 trees located on unlgtd unmarked mountainous terrain. P–lines NE of Rwy 17 lgtd dusk–dawn. ACTIVATE MIRL Rwy 17–35 and VASI Rwy 35, REIL Rwy 17 and Rwy 35—122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47°22.68′ W119°25.44′ 360° 86.2 NM to fld. 1250/21E.

ATIS 126.95
GND CON
121.6 256.9
RENTON TOWER ★
124.7 (CTAF) 256.9
SEATTLE DEP CON
119.2 284.7



NOTE: RADAR required.

TAKE-OFF MINIMUMS

Rwy 16: NA- ATC.
Rwy 34: Standard with minimum climb of 315′ per NM to 800.

TAKE-OFF OBSTACLE NOTES

Rwy 34: Trees and terrain beginning 1.6 NM from DER, 104′ left of centerline, up to 100′ AGL/485′ MSL, wood piling, trees and terrain beginning 75′ from DER, 7′ right of centerline, up to 100′ AGL/426′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb heading 350°, maintain 3000, expect radar vectors, expect filed altitude within 5 minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Departure Control within 3 minutes after departure, climbing left turn direct PAE VOR/DME, continue climb-in PAE VOR/DME holding pattern to cross PAE VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NDB RNT	APP CRS	Rwy Idg	5082
353	156°	TDZE	25
		Apt Elev	32

NDB RWY 16
RENTON MUNI (RNT)

Circling NA W of Rwy 16-34. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting.

MISSED APPROACH: Climb to 5000 via 141° bearing from RNT NDB and SEA VORTAC R-104 to SESOY INT and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	RENTON TOWER★	GND CON	UNICOM
126.95	119.2 284.7	124.7 (CTAF) L 256.9	121.6 256.9	122.95

RADAR REQUIRED

MSA RNT 25 NM: 180° 7200; 270° 3400; 360° 6400

(IF) NUGUE RADAR

336° 156° (6.3) 2000

HAKIM INT/RADAR

ODAGE INT

234° 206 PWT 241° 206 PWT

10 NM

RENTON 353 RNT

SEATTLE 116.8 SEA Chan 115

R-104 104° 284° R-026

SESOY SEA 8.8

109.6 TCM Chan 33

1015 1092 1071 635 610± 528 431 1729 545± 642 501 549± 585 577 601 503 696 593 573 2160 760 3149 2040 3020 3504 2200 1500 3570

ELEV 32 D 156° to NDB

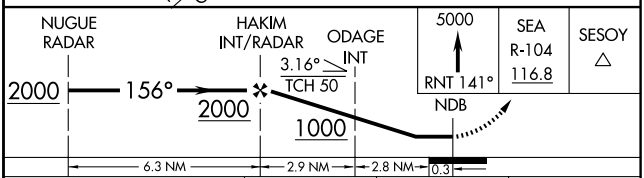
TDZE 25

5382 X 200

TWR 98

MIRL Rwy 16-34 L

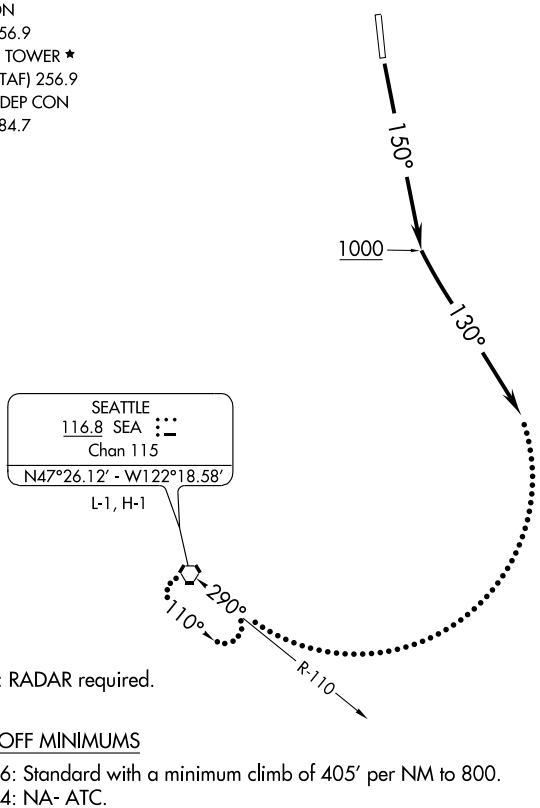
REIL Rwys 16 and 34 L



CATEGORY	A	B	C	D
S-16	1000-1¼ 975 (1000-1¼)	1000-1½ 975 (1000-1½)	1000-3	975 (1000-3)
CIRCLING	1000-1¼ 968 (1000-1¼)	1000-1½ 968 (1000-1½)	1000-3	968 (1000-3)
ODAGE FIX MINIMUMS (DUAL ADF RECEIVERS REQUIRED)				
S-16	900-1 875 (900-1)	900-1¼ 875 (900-1¼)	900-2½ 875 (900-2½)	900-2¾ 875 (900-2¾)
CIRCLING	900-1 868 (900-1)	900-1¼ 868 (900-1¼)	920-2¾ 888 (900-2¾)	920-3 888 (900-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ATIS 126.95
GND CON
121.6 256.9
RENTON TOWER ★
124.7 (CTAF) 256.9
SEATTLE DEP CON
119.2 284.7



NOTE: RADAR required.

TAKE-OFF MINIMUMS

Rwy 16: Standard with a minimum climb of 405′ per NM to 800.
Rwy 34: NA- ATC.

TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees, towers, lights and blast shield beginning 186′ from DER, 4′ left of centerline, up to 100′ AGL/574′ MSL. Trees, lights and signs beginning 40′ from DER, 54′ right of centerline, up to 100′ AGL/297′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 150° to 1000, then climbing left turn heading 130°, expect radar vectors, maintain 3000, expect filed altitude within 5 minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Departure Control within 3 minutes after departure, climbing right turn direct SEA VORTAC, continue climb-in SEA VORTAC holding pattern to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5082
157°	TDZE	25
	Apt Elev	32

RNAV (GPS) Y RWY 16

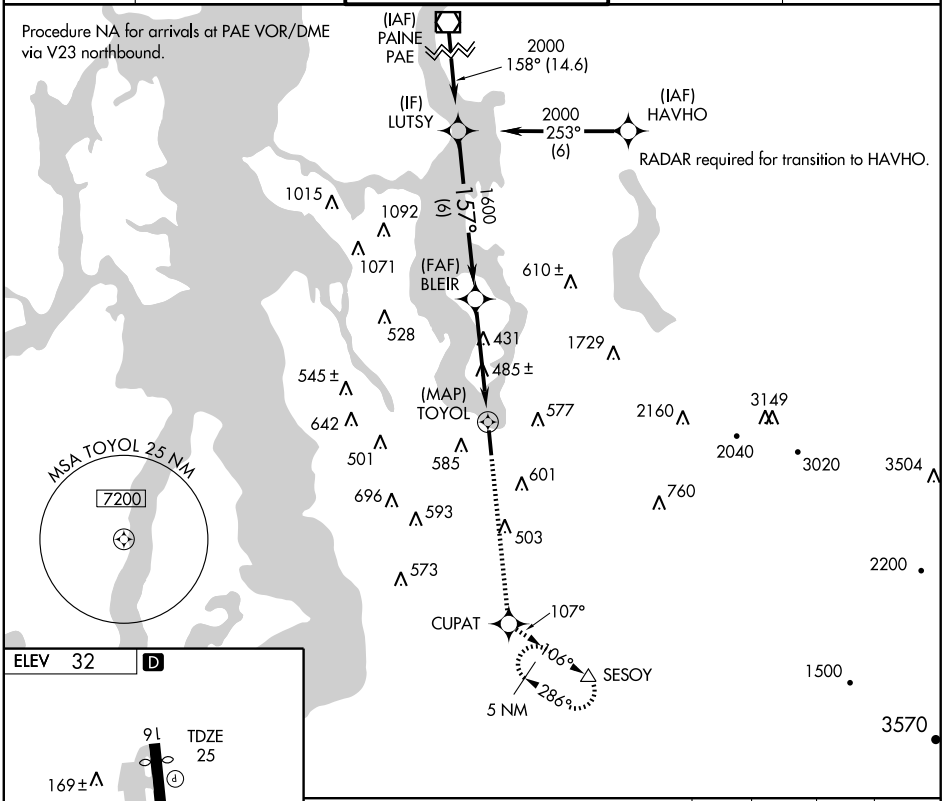
RENTON MUNI (RNT)

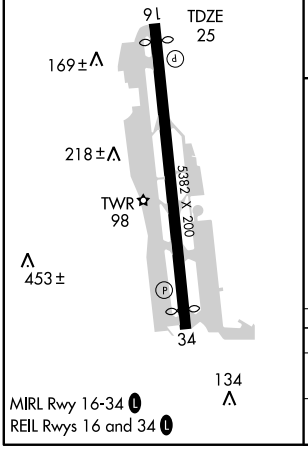
Circling NA W of Rwy 16-34. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting.

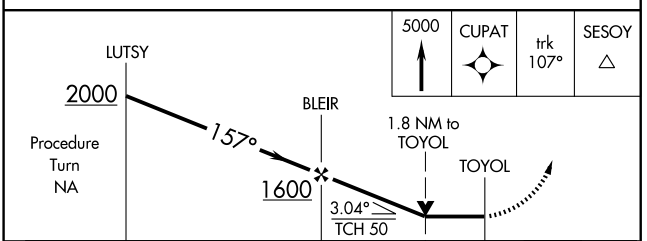
MISSED APPROACH: Climb to 5000 direct CUPAT and via track 107° to SESOY and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	RENTON TOWER★	GND CON	UNICOM
126.95	119.2 284.7	124.7 (CTAF) L 256.9	121.6 256.9	122.95

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.







CATEGORY	A	B	C	D
LNAV MDA	760-1 735 (800-1)		760-2 735 (800-2)	760-2¼ 735 (800-2¼)
CIRCLING	880-1 848 (900-1)	880-1¼ 848 (900-1¼)	920-2¾ 888 (900-2¾)	920-3 888 (900-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5082
CH 93610	157°	TDZE	25
W16A		Apt Elev	32

RNAV (GPS) Z RWY 16

RENTON MUNI (RNT)

DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting.

MISSED APPROACH: Climb to 5000 direct CUPAT and via track 107° to SESOY and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	RENTON TOWER★	GND CON	UNICOM
126.95	119.2 284.7	124.7 (CTAF) L 256.9	121.6 256.9	122.95

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

(IAF) PAINE PAE

2000 158° (14.6)

(IF) LUTSY

2000 253° (6)

(IAF) HAVHO

RADAR required for transition to HAVHO.

157° (6.5) 2000

1015 1092 1071 610± WIBAT 528 431 1729 545± 642 501 RW16 585 577 601 696 593 503 573 760 2160 2040 3149 3020 3504 2200 1500 3570

MSA RW16 25 NM 7200

CUPAT 107° 106° SESOY 5 NM 286°

ELEV 32 D

157° to RW16

9L TDZE 25

169± 218± TWR 98 453± 5382 X 200 34 134

MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L

VGSI and RNAV glidepath not coincident.

5000	CUPAT	tr 107°	SESOY

LUTSY WIBAT RW16

Procedure Turn NA

2000 157° 2000 2000

GS 4.20° TCH 50

6.5 NM 4.3 NM

CATEGORY	A	B	C	D
LPV DA	542-1¼ 517 (600-1¼)		NA	

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

RIBOO N46°22.23′ W119°15.55′. NOTAM FILE SEA. **SEATTLE**

NDB (LOM) 260 RL 186° 4.3 NM to Richland. LOM unmonitored when PASCO twr clsd.

RICHLAND (RLD) 2 NW UTC−8(−7DT) N46°18.34′ W119°18.25′ **SEATTLE**

394 B S2 **FUEL** 100LL, JET A TPA—1194(800) NOTAM FILE RLD **L–13A**

RWY 01–19: H4009X75 (ASPH) S–30, D–45, 2D–70 MIRL **IAP**

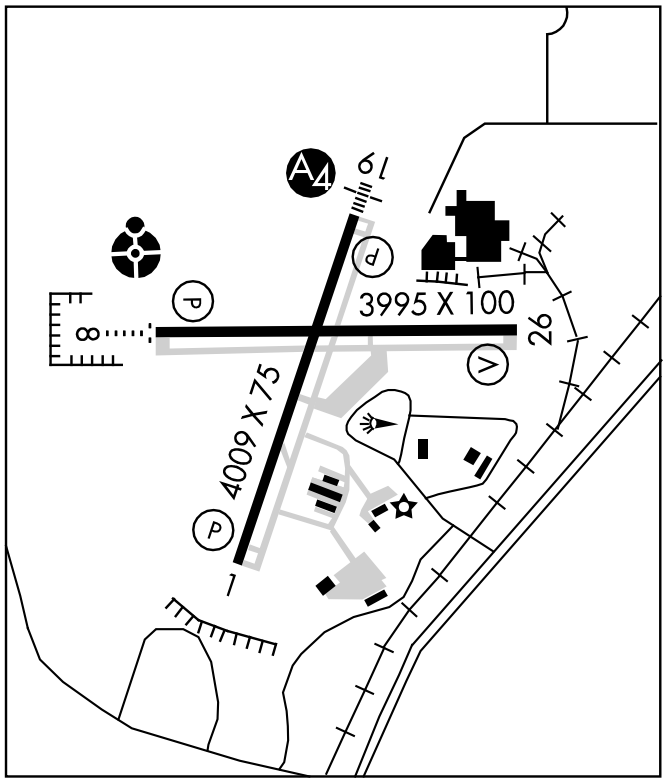
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Antenna.

RWY 19: MALS. REIL. PAPI(P2L)—GA 3.0° TCH 30′. Pole. Rgt tfc.

RWY 08–26: H3995X100 (ASPH) S–30, D–45, 2D–70 MIRL

RWY 08: ODALS. PAPI(P2L) GA 3.0° TCH 40′. Ground.

RWY 26: VASI(V4L)—GA 3.0° TCH 50′. Railroad. Rgt tfc.



AIRPORT REMARKS: Attended 1600–0200Z‡. Parachute Jumping. CAUTION: Road 550′ west of approach end of Rwy 08. Rwy 08 CLOSED nights to Part 135 operations. ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19, MALS Rwy 19 and ODALS Rwy 08—CTAF. VASI Rwy 26 and PAPI Rwy 01, Rwy 08 and Rwy 19 opr 24 hrs.

WEATHER DATA SOURCES: AWOS–3 132.675 (509) 375–4247.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **CHINOOK APP/DEP CON** 128.75 (1400–0600Z‡).

Ⓡ **SEATTLE APP/DEP CON** 132.6 (0600–1400Z‡).

RADIO AIDS TO NAVIGATION: NOTAM FILE PSC.

PASCO (L) VORW/DME 108.4 PSC Chan 21 N46°15.78′ W119°06.94′ 268° 8.3 NM to fld. 400/20E.

RIBOO NDB (LOM) 260 RL N46°22.23′ W119°15.55′ 186° 4.3 NM to fld. LOM unmonitored when PASCO twr clsd.

ILS/DME 110.5 I–RLD Chan 42 Rwy 19 Localizer only. LOM RIBOO NDB. Unmonitored when PASCO twr clsd.

COMM/NAV/WEATHER REMARKS: CLNC DEL provided by SEATTLE Radio on 122.4.

RIMROCK

TIETON STATE (4S6) 2 S UTC−8(−7DT) N46°38.25′ W121°07.44′ **SEATTLE**

2964 NOTAM FILE SEA

RWY 02–20: 2509X140 (TURF)

RWY 02: Trees. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. CLOSED 1 Oct–1 June. Rwy 02 obstructed by mountains at 1000′. Rwy 20 obstructed by mountains at 1000′. Pedestrians, vehicles and wildlife on and invof arpt. Rwy 02–20 surface rough. Deep cuts on NW edge of rwy first 800 ft of Rwy 02. Rwy 02–20 edges marked with boundary markers. Ctc Washington State Aviation Division 360–651–6300 or for Washington only 1–800–552–0666 for facility information prior to use.

COMMUNICATIONS: CTAF 122.9

RITTS N48°03.17′ W122°17.33′. NOTAM FILE PAE. **SEATTLE**

NDB (LOM) 396 PA 158° 8.8 NM to Snohomish Co (Paine Fld).

LOC/DME I-RLD	APP CRS	Rwy Idg	4009
110.5	189°	TDZE	390
Chan 42		Apt Elev	394

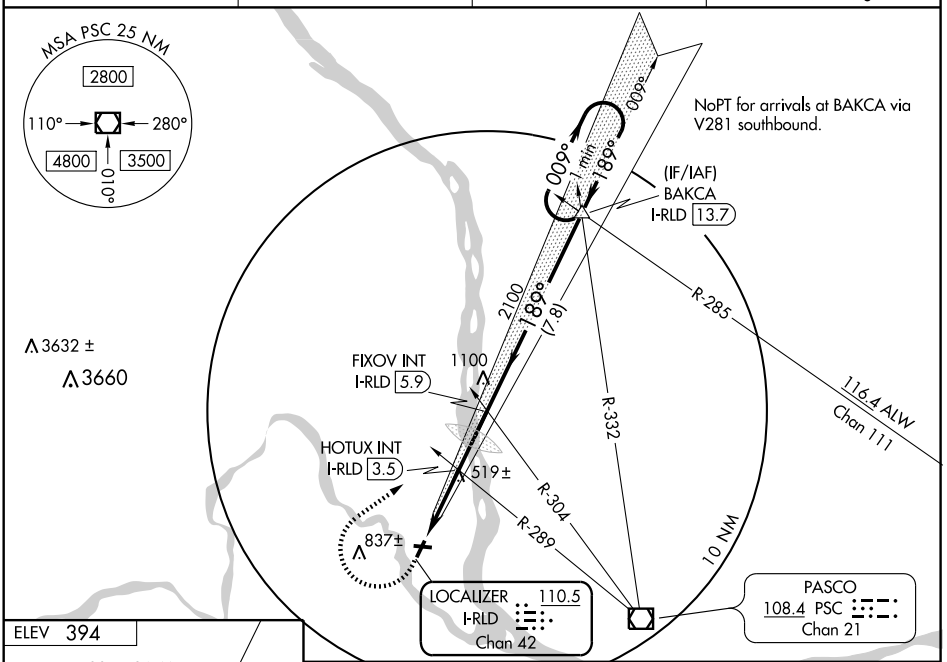
LOC RWY 19
RICHLAND (RLD)

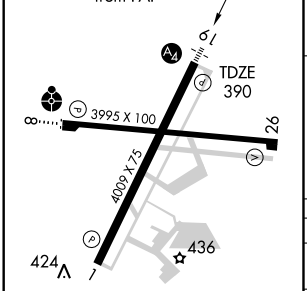
Visibility reduction by helicopters NA.
VDP NA when using Pasco altimeter setting.
When local altimeter setting not received, use Pasco altimeter setting and increase all MDA 40 feet.
Inoperative table does not apply to S-19 all Cats, and HOTUX fix minimums S-19 Cat C.

MALS

MISSED APPROACH: Climbing right turn to 4000 via heading 038° and I-RLD NE course to BAKCA INT/I-RLD 13.7 DME and hold.

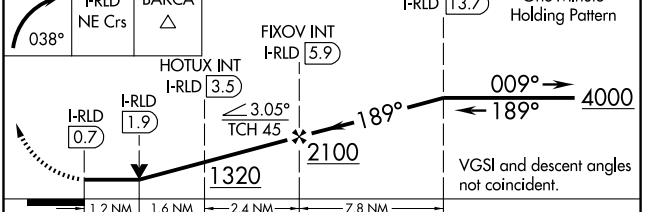
AWOS-3	CHINOOK APP CON ★	CLNC DEL	UNICOM
132.675	128.75 377.2	122.4	122.7 (CTAF) L





REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L
MIRL Rwy 8-26

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-19	1320-1¼ 930 (1000-1¼)		1320-2¾ 930 (1000-2¾)	1320-3 930 (1000-3)
CIRCLING	1320-1¼ 926 (1000-1¼)		1320-2¾ 926 (1000-2¾)	1320-3 926 (1000-3)
HOTUX FIX MINIMUMS				
S-19	800-¾ 410 (500-¾)		800-1¼ 410 (500-1¼)	1100-2¼ 710 (800-2¼)
CIRCLING	980-1 586 (600-1)	1000-1 606 (700-1)	1000-1¾ 606 (700-1¾)	1140-2½ 746 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 19

RICHLAND (RLD)

APP CRS	Rwy Idg	4009
189°	TDZE	390
	Apt Elev	394

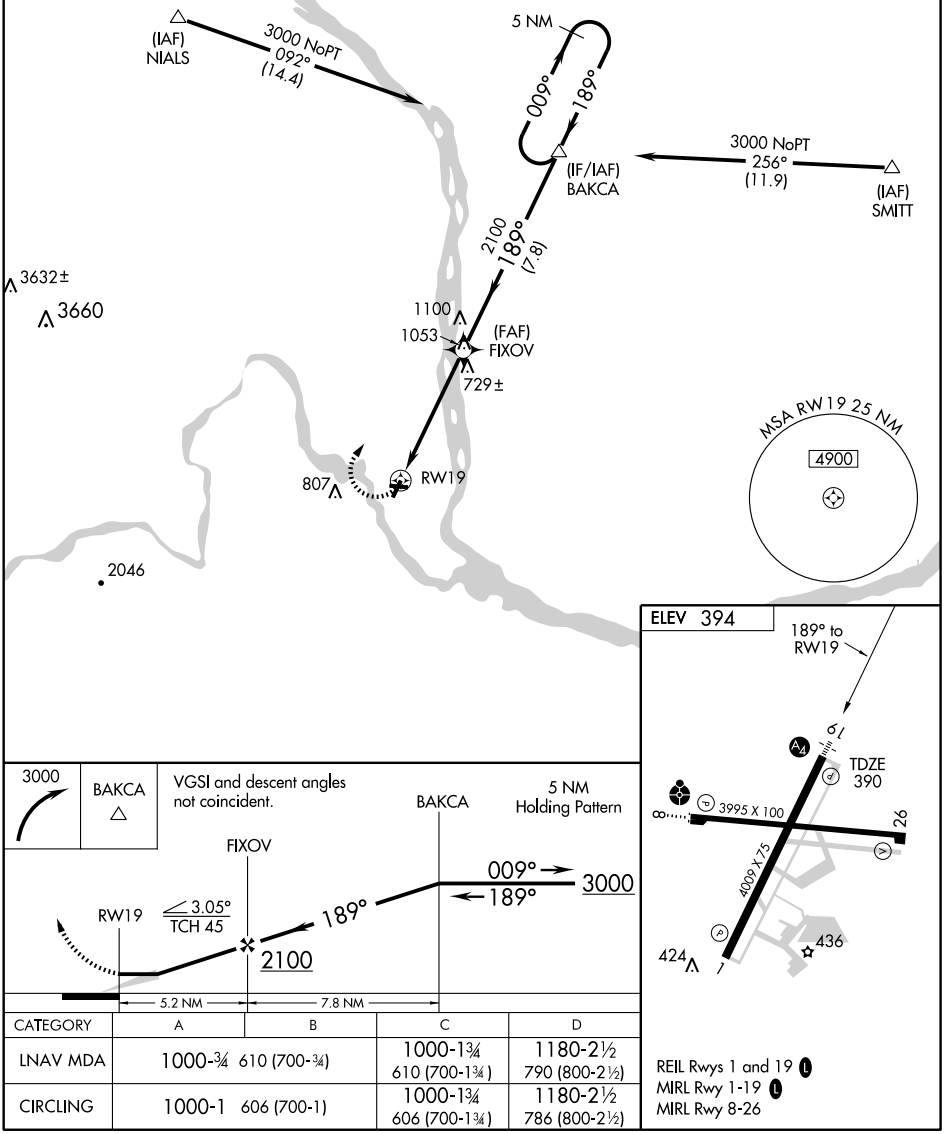
DME/DME-RNP-0.3 NA.
Inoperative table does not apply to Cat. C.

MALS

MISSED APPROACH: Climbing right turn to 3000 direct BAKCA and hold.

AWOS-3	CHINOOK APP CON ★	CLNC DEL	UNICOM
132.675	128.75 377.2	122.4	122.7 (CTAF) L

Procedure NA for arrivals at NIALS via V187 northwest bound, and arrivals at SMITT via V204 northbound.



CATEGORY	A	B	C	D
LNAV MDA	1000-¾ 610 (700-¾)		1000-1¾ 610 (700-1¾)	1180-2½ 790 (800-2½)
CIRCLING	1000-1 606 (700-1)		1000-1¾ 606 (700-1¾)	1180-2½ 786 (800-2½)

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L
MIRL Rwy 8-26

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS Chan 50299 W26A	APP CRS 259°	Rwy Idg 3995 TDZE 389 Apt Elev 394

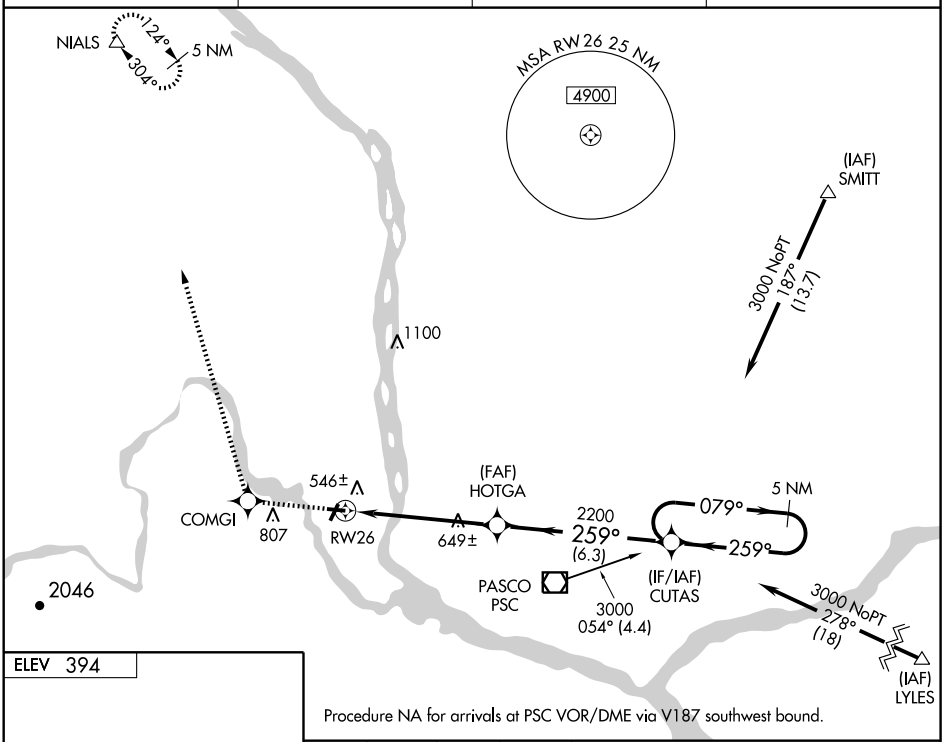
RNAV (GPS) RWY 26

RICHLAND (RLD)

DME/DME RNP-0.3 NA. Baro-VNAV NA.

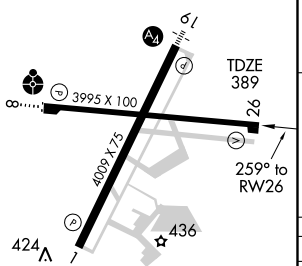
MISSED APPROACH: Climb to 3500 direct COMGI and via 327° track to NIALS and hold.

AWOS-3	CHINOOK APP CON ★	CLNC DEL	UNICOM
132.675	128.75 377.2	122.4	122.7 (CTAF) L

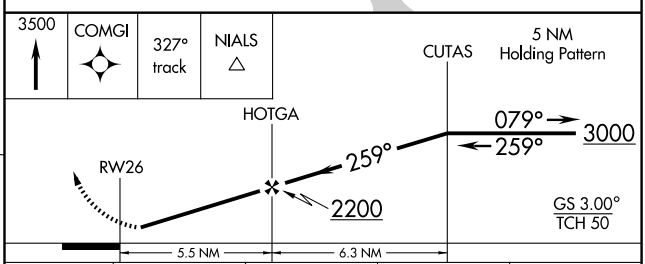


Procedure NA for arrivals at PSC VOR/DME via V187 southwest bound.

ELEV 394



REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L
MIRL Rwy 8-26



CATEGORY	A	B	C	D
LPV DA	676-1 287 (300-1)			
LNAV/ VNAV DA	945-2 556 (600-2)			
LNAV MDA	920-1 531 (600-1)		920-1½ 531 (600-1½)	920-1¾ 531 (600-1¾)
CIRCLING	1000-2 606 (700-2)			1140-2½ 746 (800-2½)

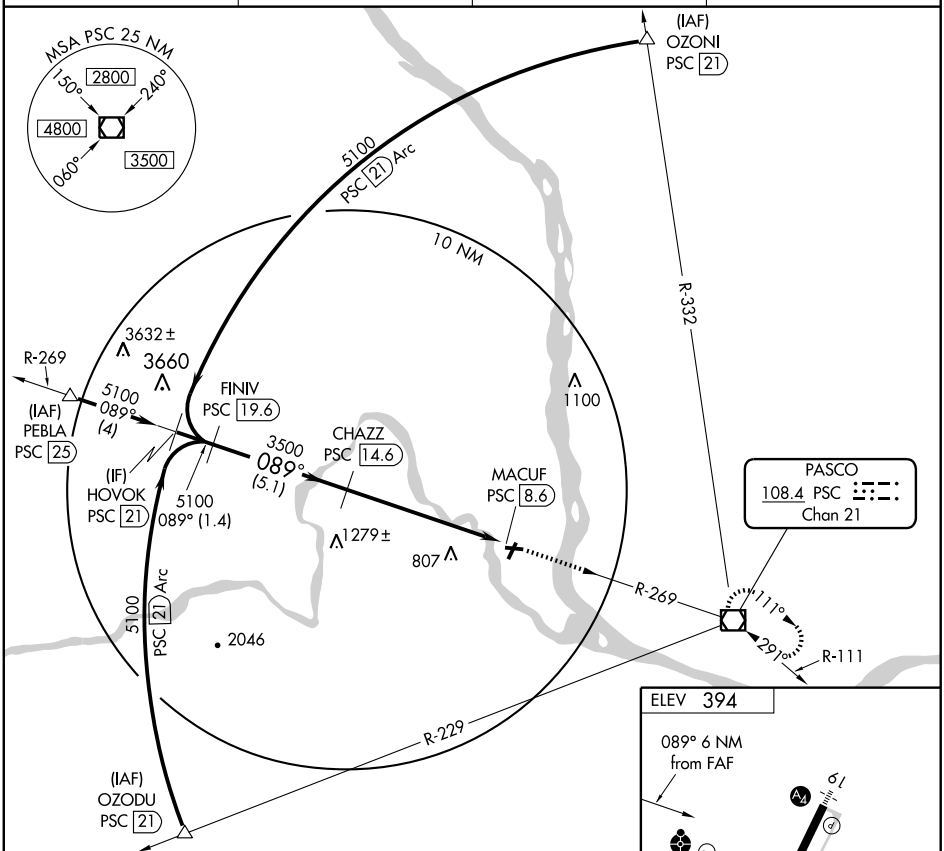
NW-1, 26 AUG 2010 to 23 SEP 2010

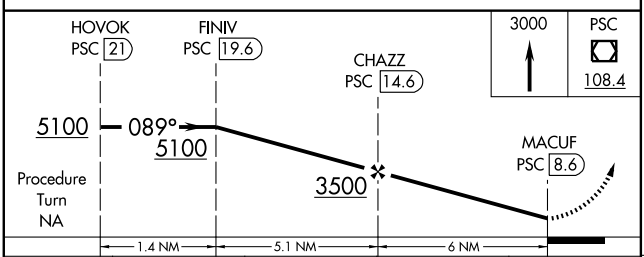
VOR/DME PSC 108.4 Chan 21	APP CRS 089°	Rwy Idg N/A TDZE N/A Apt Elev 394

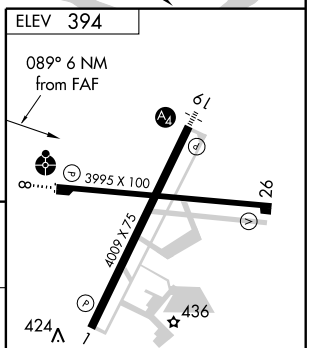
VOR/DME-A
RICHLAND (RLD)

MISSED APPROACH: Climb to 3000 direct PSC VOR/DME and hold.

AWOS-3	CHINOOK APP CON ★	CLNC DEL	UNICOM
132.675	128.75 377.2	122.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1280-1¼ 886 (900-1¼)		1280-2¾ 886 (900-2¾)	1280-3 886 (900-3)

Knots	60	90	120	150	180
Min:Sec					

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

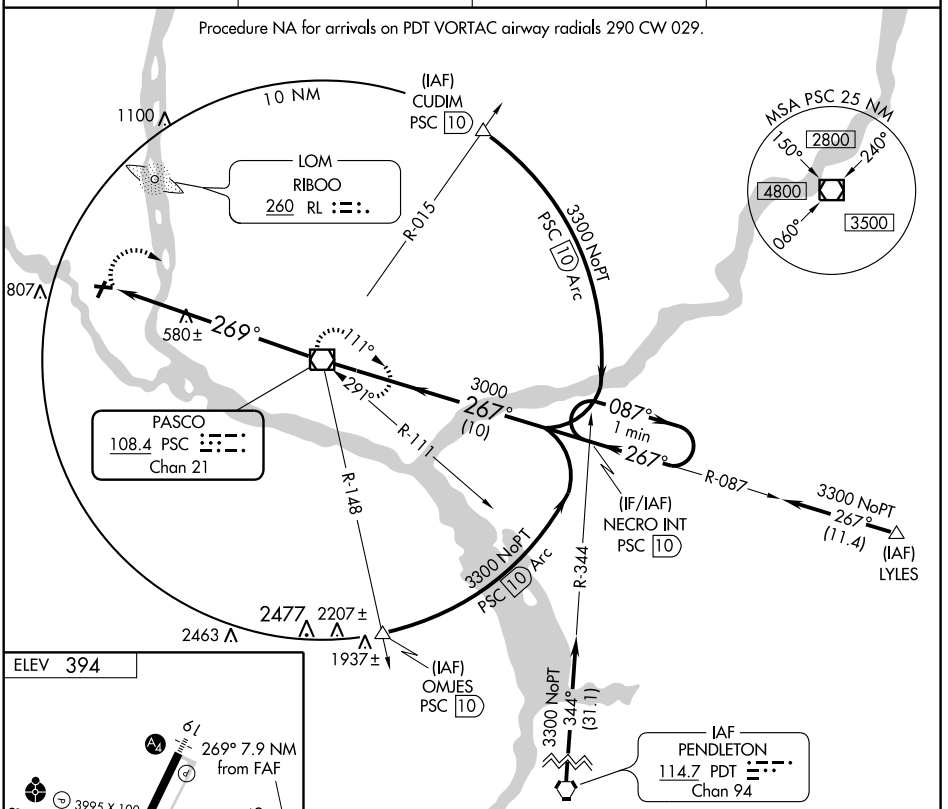
VOR/DME PSC 108.4 Chan 21	APP CRS 269°	Rwy Idg 3995 TDZE 389 Apt Elev 394

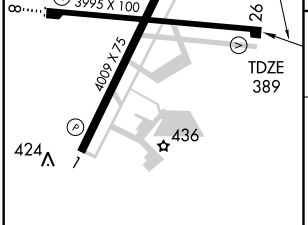
VOR RWY 26
RICHLAND (RLD)

MISSED APPROACH: Climbing right turn to 3000 direct PSC VOR/DME and hold.

AWOS-3	CHINOOK APP CON *	CLNC DEL	UNICOM
132.675	128.75 377.2	122.4	122.7 (CTAF) L

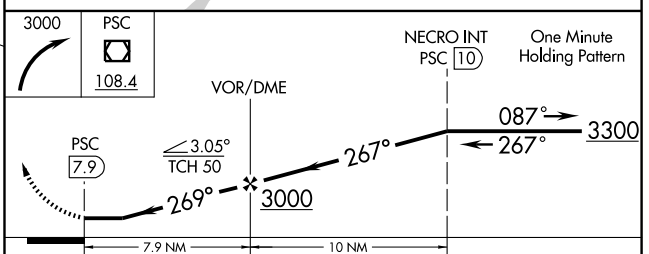
Procedure NA for arrivals on PDT VORTAC airway radials 290 CW 029.





REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L
MIRL Rwy 8-26

FAF to MAP 7.9 NM					
Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38

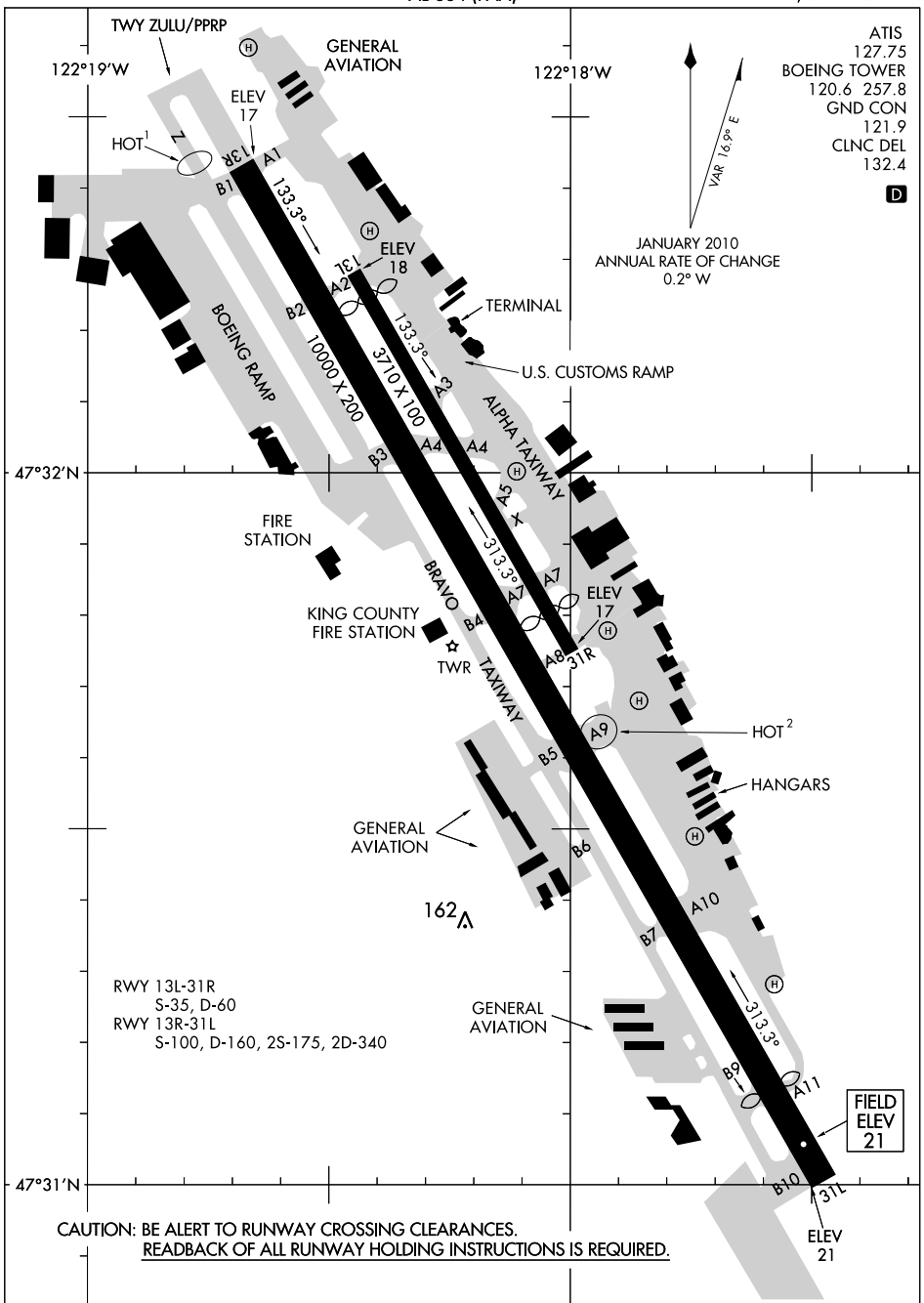


CATEGORY	A	B	C	D
S-26	1000-1 611 (700-1)		1000-1¾ 611 (700-1¾)	1000-2 611 (700-2)
CIRCLING	1000-1 606 (700-1)		1000-1¾ 606 (700-1¾)	1140-2½ 746 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

SEATTLE/ BOEING FIELD/KING COUNTY INTL (BFI)
AL-384 (FAA)
SEATTLE, WASHINGTON



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

SEATTLE, WASHINGTON
SEATTLE/ BOEING FIELD/KING COUNTY INTL (BFI)

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

SEATTLE N47°26.12′ W122°18.58′ NOTAM FILE SEA. **SEATTLE**

(H) VORTACW 116.8 SEA Chan 115 at Seattle–Tacoma Intl. 354/19E. **H–1B, L–1D**

VOR portion unusable:

303°–333° beyond 20 NM below 2,900′
303°–333° beyond 30 NM below 4,000′
333°–353° beyond 15 NM below 3,500′
353°–008° beyond 20 NM below 2,900′
008°–023° beyond 20 NM below 3,500′
008°–023° beyond 30 NM below 4,100′
233°–273° beyond 8 NM below 5,500′
233°–273° beyond 20 NM below 8,000′
233°–273° beyond 30 NM below 10,000′
233°–273° beyond 35 NM below 3,500′

DME portion unusable:

008°–028° byd 20 NM blo 4,500′
008°–028° byd 30 NM blo 7,000′
303°–008° byd 30 NM below 3,500′
203°–253° byd 27 NM all altitudes.

RCO 123.65 (SEATTLE RADIO) **RCO** 122.5 (SEATTLE RADIO)

SEATTLE

BOEING FLD/KING CO INTL (BFI) 4 S UTC−8(−7DT) N47°31.80′ W122°18.12′ **SEATTLE**

21 B S4 **FUEL** 100LL, JET A OX 1, 2,3, 4 TPA—See Remarks AOE **H–1B, L–1D**

Class II, ARFF Index A NOTAM FILE BFI **IAP, AD**

RWY 13R–31L: H10000X200 (ASPH–GRVD) S–100, D–160, 2S–175, 2D–340 HIRL

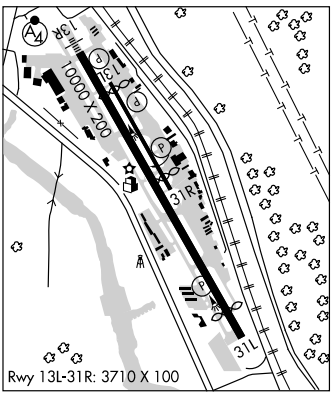
RWY 13R: MALSF. PAPI(P4L)—GA 3.0° TCH 39′. Fence. Rgt tfc.

RWY 31L: REIL. PAPI(P4L)—GA 3.1° TCH 39′. Thld dsplcd 880′. Railroad.

RWY 13L–31R: H3710X100 (ASPH–GRVD) S–35, D–60 MIRL

RWY 13L: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Thld dsplcd 240′. Glide Slope Antenna.

RWY 31R: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Thld dsplcd 365′. Tree. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION:

RWY 13R: TORA–10001 TODA–10000 ASDA–9120 LDA–9120

RWY 31L: TORA–10001 TODA–10001 ASDA–10001 LDA–9120

AIRPORT REMARKS: Attended continuously. Bird flocks within arpt vicinity, check local advisories. BFI Tower is authorized to conduct simultaneous same direction ops to parallel rwys SR to SS for twin engine propeller driven or smaller acft. Rwy 13L–31R not available for air carrier ops. Rwy 13L–31R limited to use by acft up to 12,500 lbs. Touch and go ldgs prohibited 0600–1500Z‡. Twr 80′ AGL located 1200′ north and 900′ west of thld Rwy 13R. If access to Boeing ramp required; ctc Boeing Flight Dispatch 206–655–3421 for approval during normal duty hours. Twy A6 clsd indef. Twy B8 clsd indef. Twy A1 and Twy A from A1–A3 restricted to acft up to 150,000 pounds and less than 108′ wingspan. Twy A2, B2 and A11 restricted to acft up to 60,000 pounds. Twy A3, A5, and A8 restricted to acft up to 12,500 pounds. PPR for parking arrangements for acft over 12,500 lbs maximum tkf weight is recommended. Extensive helicopter training activity on Twy B. For noise abatement procedures, ctc noise office at 206–296–7437. Twy Z and 880′ special use pavement avbl 72 hrs PPR. Ctc arpt ops 206–296–7334. For Museum of Flight transient acft parking, prior permission required, call 206–764–5710. Itinerant/transient parking avbl. Ctc ops 206–296–7334. PPR for acft greater than 12,500 lbs. Rwy 13L–31R TPA—1000(979), Rwy 13R–31L TPA—800(779). HIRL Rwy 13R–31L open dusk–dawn. MIRL Rwy 13L–31R not opr 1400–2300Z‡. Flight Notification Service (ADCUS) available. NOTE: See Special Notices Section—Simultaneous Operations.

WEATHER DATA SOURCES: ASOS (206) 763–6904.

COMMUNICATIONS: ATIS 127.75 (206) 767–4113 **UNICOM** 122.95

SEATTLE FSS (SEA) on arpt.

SEATTLE RCO 122.5 (SEATTLE RADIO) **SEATTLE RCO** 123.65 (SEATTLE RADIO)

Ⓡ **SEATTLE APP/DEP CON** 119.2 (076°–160° Rwy 13) (341°–075°) 120.1 (199°–300°) 120.4 (301°–340° Rwy 31) 125.9 (076°–160° Rwy 31) (301°–340° Rwy 13) 126.5 (161°–198°)

BOEING TOWER 120.6 (128°–308° and Departures Rwy 13R–31L, also all Jets, heavy aircraft and IFR arrivals. 118.3 309°–127° and Departures Rwy 13L–31R.)

GND CON 121.9 **CLNC DEL** 132.4

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

SEATTLE (H) VORTACW 116.8 SEA Chan 115 N47°26.12′ W122°18.58′ 344° 5.7 NM to fld. 354/19E.

NOLLA NDB (LOM) 362 BF N47°37.95′ W122°23.37′ 130° 7.1 NM to fld.

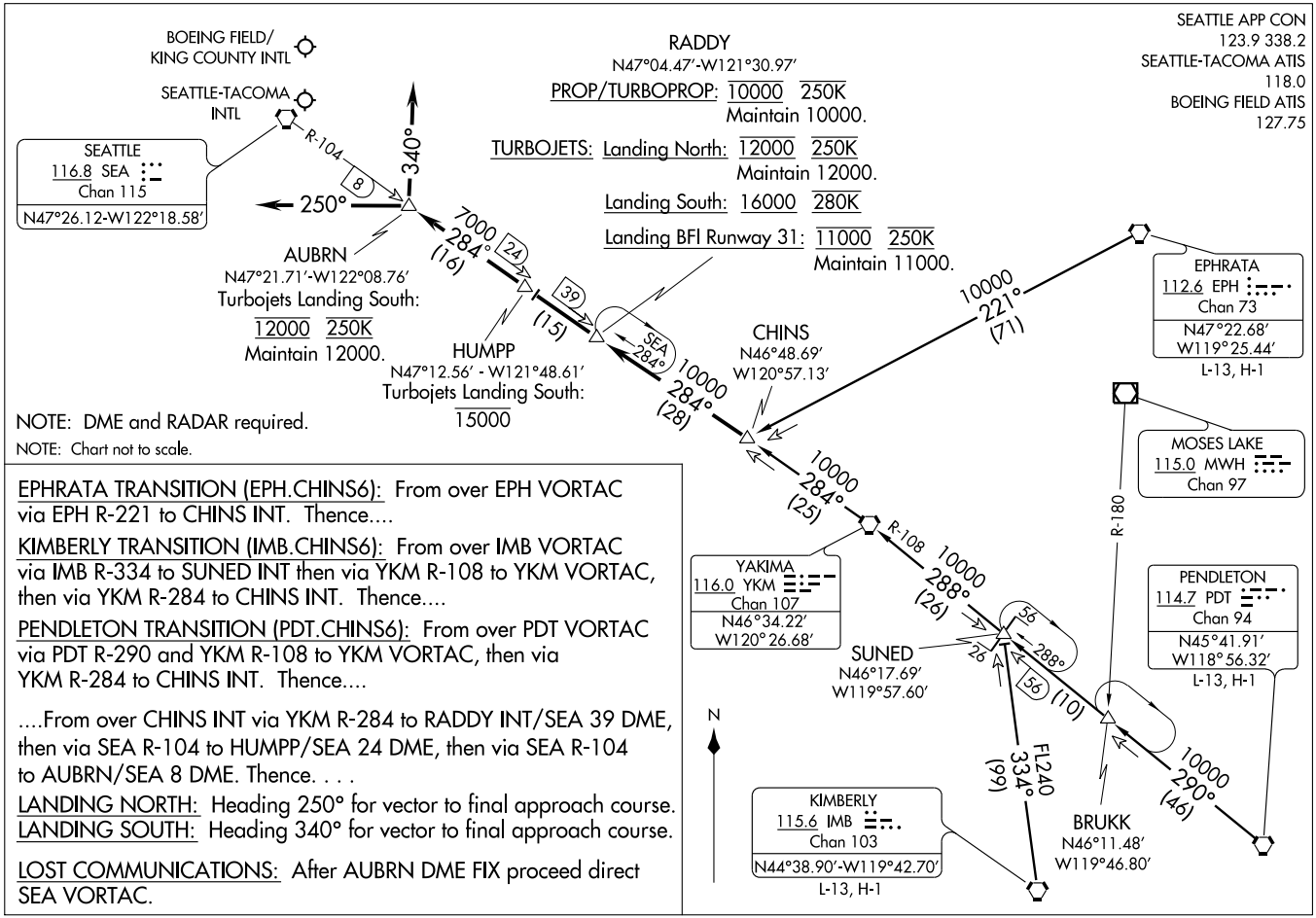
ILS/DME 110.9 I–BFI Chan 46 Rwy 13R. Class IA. LOM NOLLA NDB. Localizer back course unusable byd 13 NM blo 3,500′. Localizer back course unusable byd 10° left and right of course. Localizer unusable byd 20° left of course. DME unusable byd 30° left of course.

ILS/DME 110.9 I–CHJ Chan 46 Rwy 31L. Class IA. Localizer unusable byd 15° east of course. ILS/DME unusable byd 10° right of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

CHINS SIX ARRIVAL (CHINS.CHINS6) 08045

SEATTLE, WASHINGTON



EPHRATA TRANSITION (EPH.CHINS6): From over EPH VORTAC via EPH R-221 to CHINS INT. Thence....

KIMBERLY TRANSITION (IMB.CHINS6): From over IMB VORTAC via IMB R-334 to SUNED INT then via YKM R-108 to YKM VORTAC, then via YKM R-284 to CHINS INT. Thence....

PENDLETON TRANSITION (PDT.CHINS6): From over PDT VORTAC via PDT R-290 and YKM R-108 to YKM VORTAC, then via YKM R-284 to CHINS INT. Thence....

....From over CHINS INT via YKM R-284 to RADDY INT/SEA 39 DME, then via SEA R-104 to HUMPP/SEA 24 DME, then via SEA R-104 to AUBRN/SEA 8 DME. Thence. . . .

LANDING NORTH: Heading 250° for vector to final approach course.

LANDING SOUTH: Heading 340° for vector to final approach course.

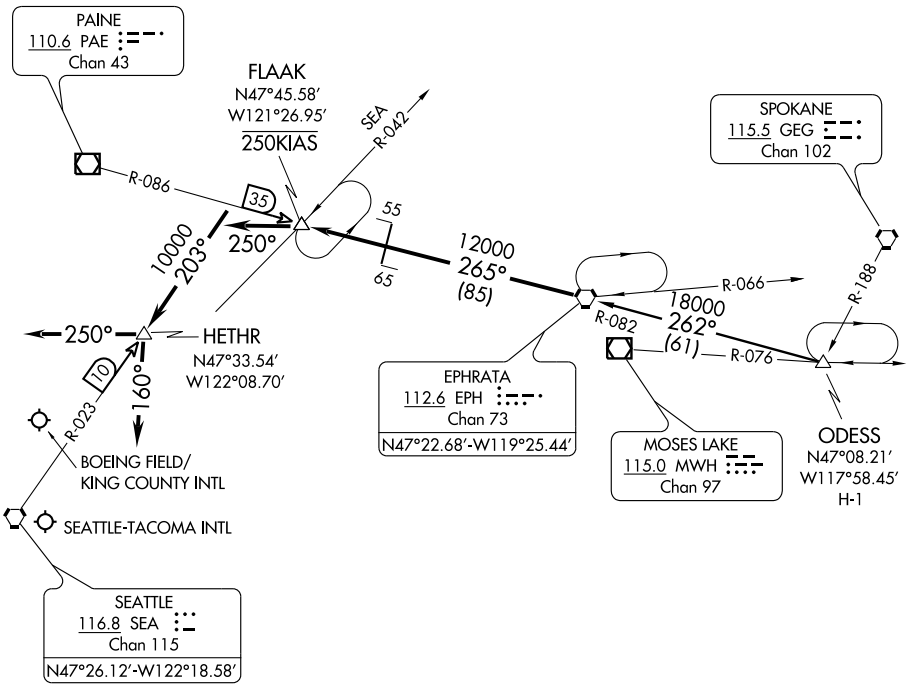
LOST COMMUNICATIONS: After AUBRN DME FIX proceed direct SEA VORTAC.

CHINS SIX ARRIVAL (CHINS.CHINS6) 08045

SEATTLE, WASHINGTON

ST-582 (FAA)

SEATTLE APP CON
123.9 338.2
SEATTLE-TACOMA ATIS
118.0
BOEING FIELD ATIS
127.75



NOTE: DME and RADAR required.

ODESS TRANSITION (ODESS.EPH6): From over ODESS INT via EPH R-082 to EPH VORTAC. Thence....

....From over EPH VORTAC via EPH R-265 and PAE R-086 to FLAAK INT. Then via heading 250° to intercept the SEA R-023, then via SEA R-023 to HETHR DME Fix, thence....

LANDING NORTH: Heading 160° for vectors to final approach course;
LANDING SOUTH: Heading 250° for vectors to final approach course.

LOST COMMUNICATIONS: From over HETHR DME proceed direct SEA VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

GLASR SEVEN ARRIVAL

(GLASR.GLASR7) 10154

SEATTLE, WASHINGTON

SEATTLE APP CON
123.9 338.2
SEATTLE-TACOMA ATIS
118.0
BOEING FIELD ATIS
127.75
MC CHORD FIELD ATIS
109.6 270.1

JAKSN
N47°53.19′-W121°42.22′

PROP/TURBOPROP: 10000 250K
Maintain 10000.

TURBOJETS: Landing North: 16000 280K
Landing South: 12000 250K
Maintain 12000.
Landing BFI: 11000 250K
Maintain 11000.

N

PAINE
110.6 PAE
Chan 43

R-075 23 10000 255° (21) 44

WOODI
N47°46.12′-W121°51.80′
Turbojets Landing North:
15000

10000 203° (10) 37

10000 (17) 27

SEA R-042

GLASR
N47°51.26′
W121°11.57′

10000 (16) 60

SWAUK
N47°49.67′
W120°47.91′

16000 222° (28) 80

KRUZR
N48°04.65′
W120°34.68′

FL240 222° (15) 95

LOSTT
N48°11.69′
W120°14.91′

171° 222° 108

ONSET
N48°57.48′
W118°00.00′

FL240 229° (83)

(101)

GEG R-329

CRANBROOK
112.1 YXC
Chan 58
N49°33.30′ - W116°05.26′
H-1

WITRO
N47°46.83′
W120°08.20′

17000 255° (27) 103

(27)

SPOKANE
115.5 GEG
Chan 102
N47°33.90′
W117°37.61′

MULLAN PASS
117.8 MLP
Chan 125
N47°27.41′ - W115°38.76′
L-13, H-1

FL180 257° (76)

TEMPL
N47°43.79′
W119°29.06′

87 103

R-355

R-073

FL180 255° (81)

ELLENSBURG
117.9 ELN
Chan 126

250°

HETHR
N47°33.54′-W122°08.70′
Turbojets Landing North:
12000 250K
Maintain 12000.

BOEING FIELD/ KING CO INTL

203° (10) 160°

R-023

SEATTLE-TACOMA INTL

SEATTLE
116.8 SEA
Chan 115
N47°26.12′-W122°18.58′

McCHORD FIELD

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

CRANBROOK TRANSITION (YXC.GLASR7): From over YXC VOR/DME via YXC R-229 and SEA R-042 to GLASR INT. Thence....

MULLAN PASS TRANSITION (MLP.GLASR7): From over MLP VOR/DME via MLP R-255 and GEG R-073 to GEG VORTAC, then via GEG R-257 and PAE R-075 to GLASR INT. Thence....

....from over GLASR/PAE 44 DME via PAE R-075 to JAKSN INT/PAE 23 DME, then via the SEA R-023 to WOODI/SEA 27 DME, then via SEA R-023 to HETHR/SEA 10 DME, Thence....

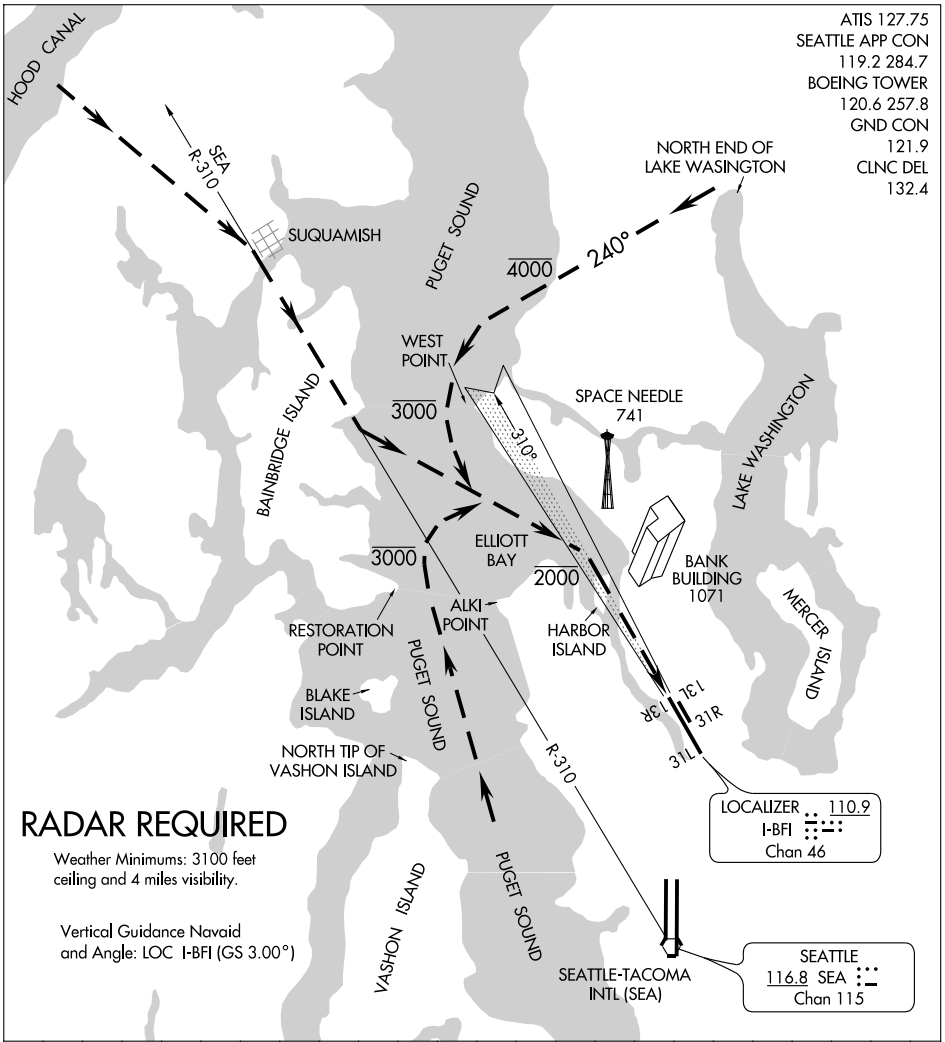
LANDING NORTH: Heading 160° for vectors to final approach course.

LANDING SOUTH: Heading 250° for vectors to final approach course.

LANDING McCHORD FIELD: From over HETHR DME FIX, proceed direct SEA VORTAC.

LOST COMMUNICATIONS: From over HETHR DME FIX, proceed direct SEA VORTAC.

ST-582 (FAA)



HARBOR VISUAL APPROACH RWY 13R

Expect radar vectors from the Northwest, over the Hood Canal on the SEA R-310; from the North and Northeast, to the north end of Lake Washington; from the Southwest, South and Southeast, to Puget Sound abeam the north tip of Vashon Island. When cleared for the Harbor Visual Approach Runway 13R, proceed via the depicted routes over the middle of Puget Sound and Elliott Bay to Harbor Island and complete a straight in visual approach to Boeing Field/King County Intl Airport (BFI). Adherence to the recommended altitudes is strongly recommended to reduce the incidence of TCAS alarms. Visual approaches to Seattle-Tacoma Intl Airport (SEA) may be conducted simultaneously through Elliott Bay. It is essential that all aircraft remain in the center of Elliot Bay for noise abatement.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

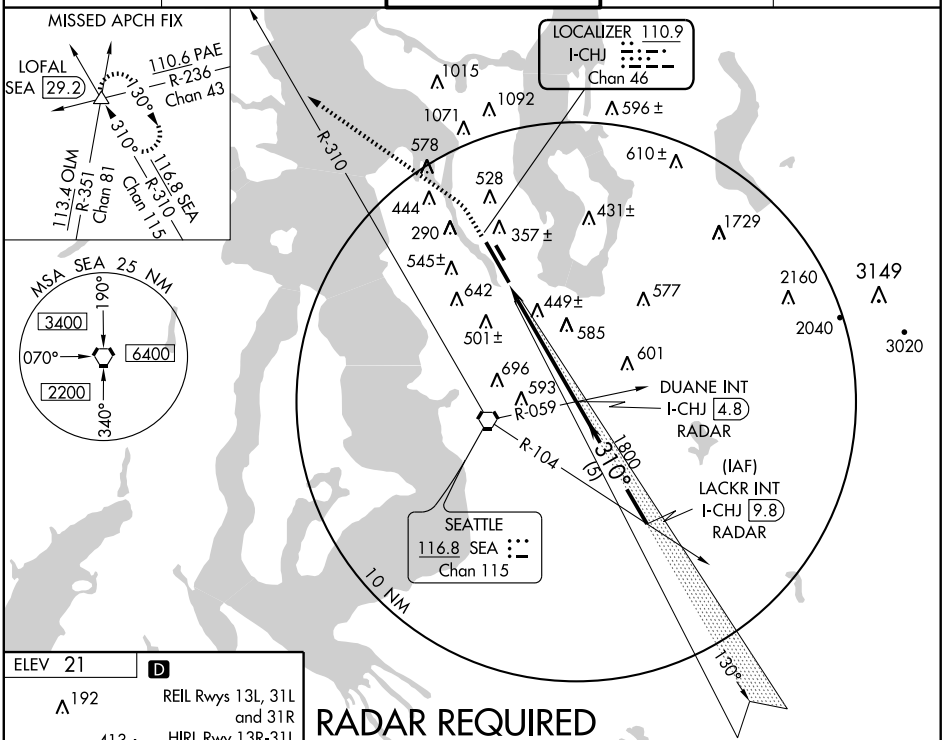
LOC/DME I-CHJ	APP CRS	Rwy Idg	9120
110.9	310°	TDZE	21
Chan 46		Apt Elev	21

ILS or LOC RWY 31L

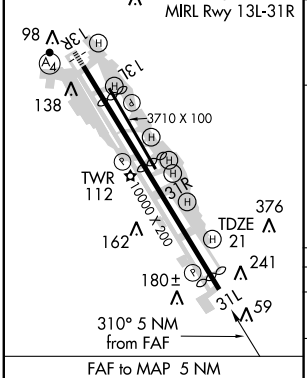
SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

MISSED APPROACH: Climb to 700 then climbing left turn to 6000 via heading 285° and SEA R-310 to LOFAL Int/SEA 29.2 DME and hold.

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	119.2 284.7	120.6 257.8	121.9	132.4



RADAR REQUIRED

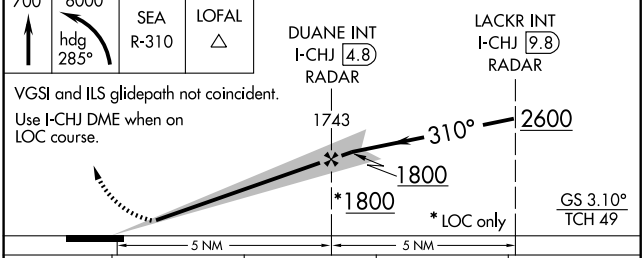


FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

700	6000 hdg 285°	SEA R-310	LOFAL △

VGSI and ILS glidepath not coincident.

Use I-CHJ DME when on LOC course.



CATEGORY	A	B	C	D
S-ILS 31L	428-1½ 407 (500-1½)			
S-LOC 31L	700-1 679 (700-1)		700-2 679 (700-2)	700-2¼ 679 (700-2¼)
CIRCLING	780-1¼ 759 (800-1¼)	840-1¼ 819 (900-1¼)	860-2½ 839 (900-2½)	960-3 939 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BFI	APP CRS	Rwy Idg	9120
110.9	130°	TDZE	18
Chan 46		Apt Elev	21

ILS RWY 13R

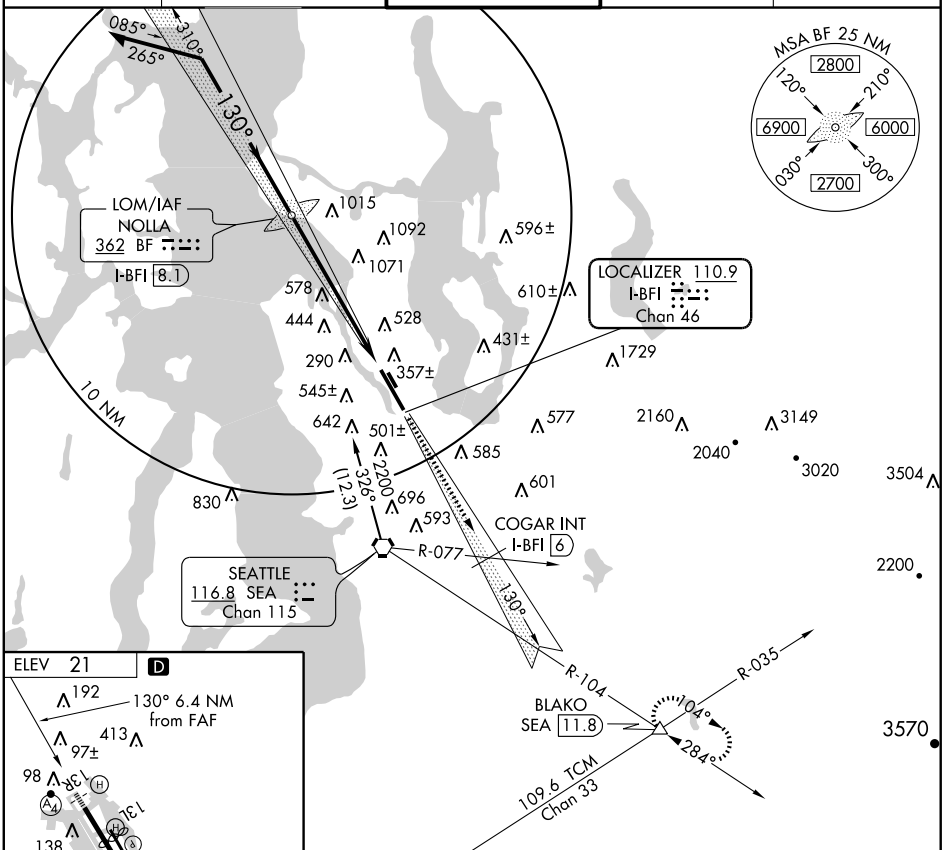
SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

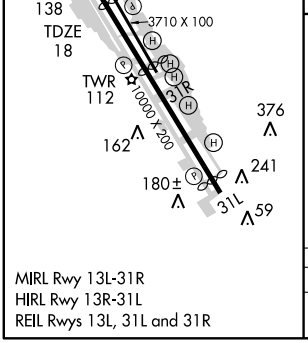
Inoperative table does not apply.
Visibility reduction by helicopters NA.

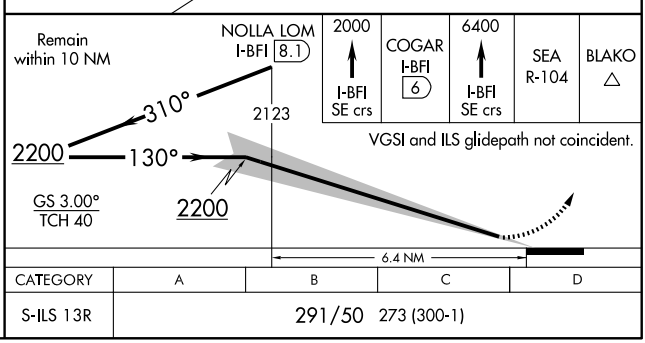
MALSF

MISSED APPROACH: Climb to 2000 via I-BFI SE course to COGAR/I-BFI 6 DME/SEA R-077, then continue climb to 6400 via I-BFI SE course and SEA R-104 to BLAKO Int/SEA 11.8 DME and hold, continue climb-in-hold to 6400.

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	119.2 284.7	120.6 257.8	121.9	132.4







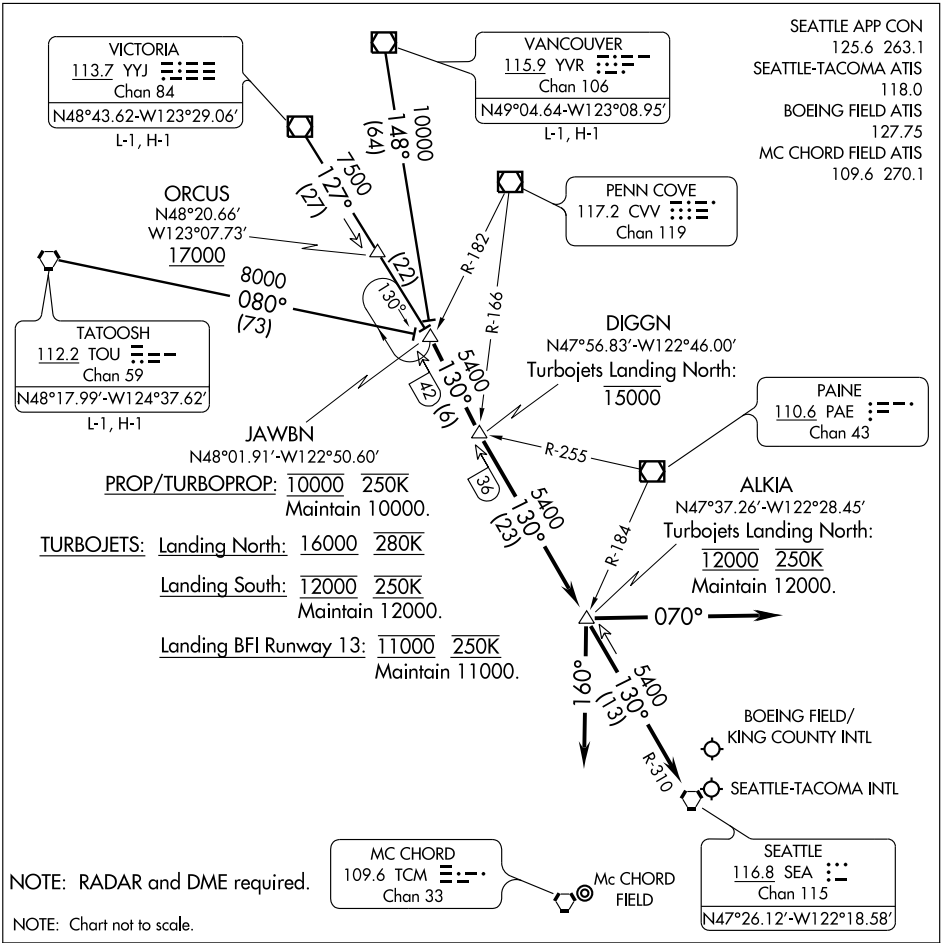
CATEGORY	A	B	C	D
S-ILS 13R	291/50 273 (300-1)			

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

JAWBN ONE ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON



TATOOSH TRANSITION (TOU.JAWBN1): From over TOU VORTAC via TOU R-080 to JAWBN INT. Thence....

VANCOUVER TRANSITION (YVR.JAWBN1): From over YVR VORTAC via YVR R-148 to JAWBN INT. Thence....

VICTORIA TRANSITION (YYJ.JAWBN1): From over YYJ VOR/DME via YYJ R-127 to JAWBN INT. Thence....

....From over JAWBN INT/SEA 42 DME via SEA R-310 to DIGGN/SEA 36 DME then via SEA R-310 to ALKIA INT/SEA 13 DME, thence....

LANDING NORTH: Depart ALKIA INT heading 160° for vectors to final approach course.

LANDING SOUTH: Depart ALKIA INT heading 070° for vectors to final approach course.

LANDING McCHORD FIELD: After ALKIA INT proceed direct SEA VORTAC.

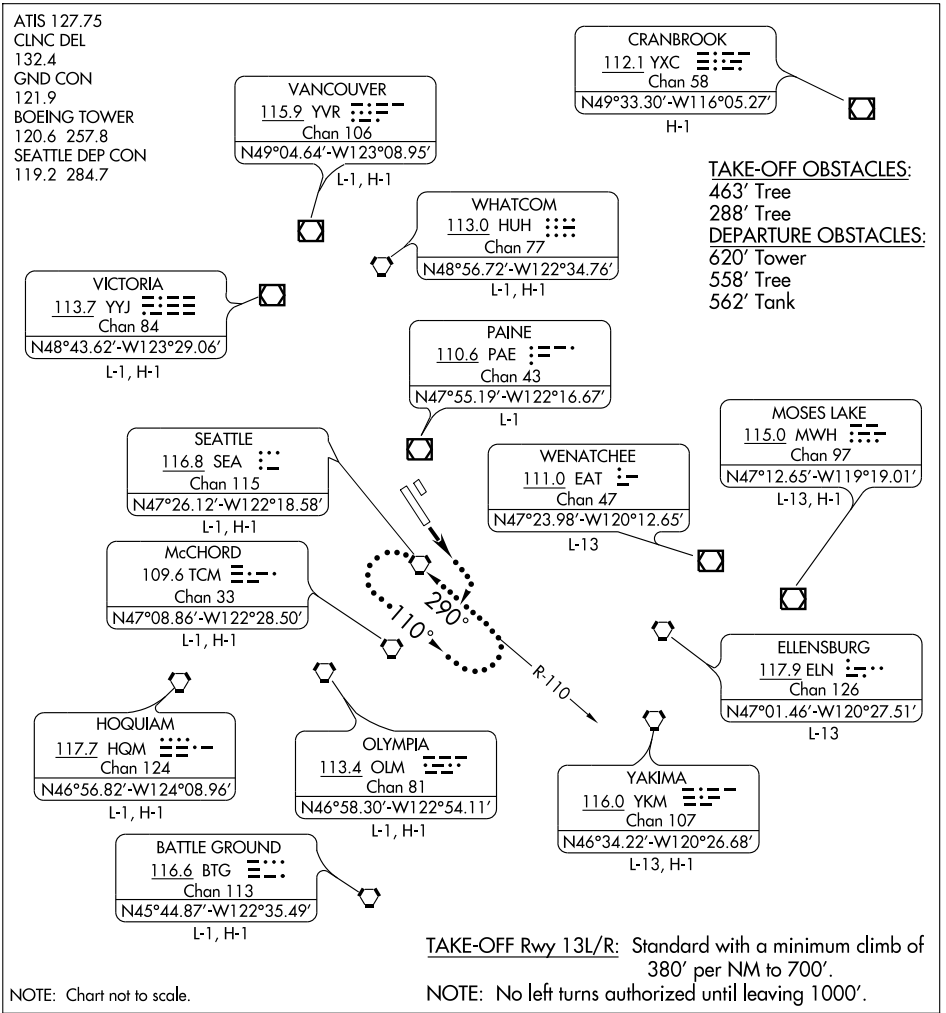
LOST COMMUNICATIONS: After ALKIA INT proceed direct SEA VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

KENT FOUR DEPARTURE

SL-384 (FAA)



TAKE-OFF Rwy 13L/R: Standard with a minimum climb of 380' per NM to 700'.
NOTE: No left turns authorized until leaving 1000'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R: Climb runway heading, expect radar vectors to assigned route/fix. Maintain 2000 or ATC assigned altitude, expect clearance to filed altitude within 3 minutes after departure.

LOST COMMUNICATIONS: If no contact with departure control within 3 minutes after departure, climbing right turn direct SEA VORTAC, climb in SEA VORTAC holding pattern (E, left turn 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding enroute.

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BFI	APP CRS	Rwy Idg	9120
110.9	130°	TDZE	18
Chan 46		Apt Elev	21

LOC/DME RWY 13R

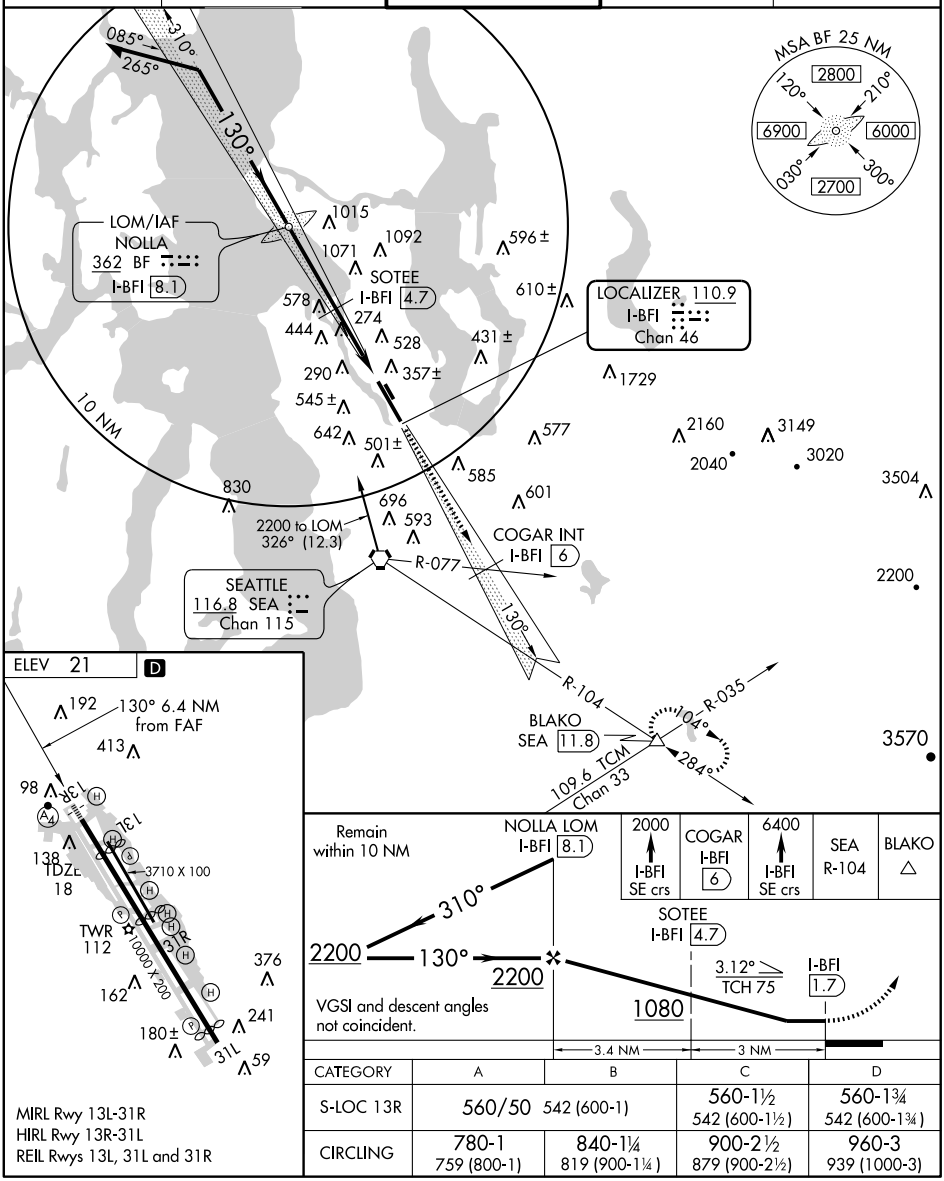
SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

Inoperative table does not apply. Visibility reduction by helicopters NA. Front course unusable beyond 20 degrees left of course.

MALSF

MISSED APPROACH: Climb to 2000 via I-BFI SE course to COGAR/I-BFI 6 DME/SEA R-077, then continue climb to 6400 via I-BFI SE course and SEA R-104 to BLAKO Int/SEA 11.8 DME and hold, continue climb-in-hold to 6400.

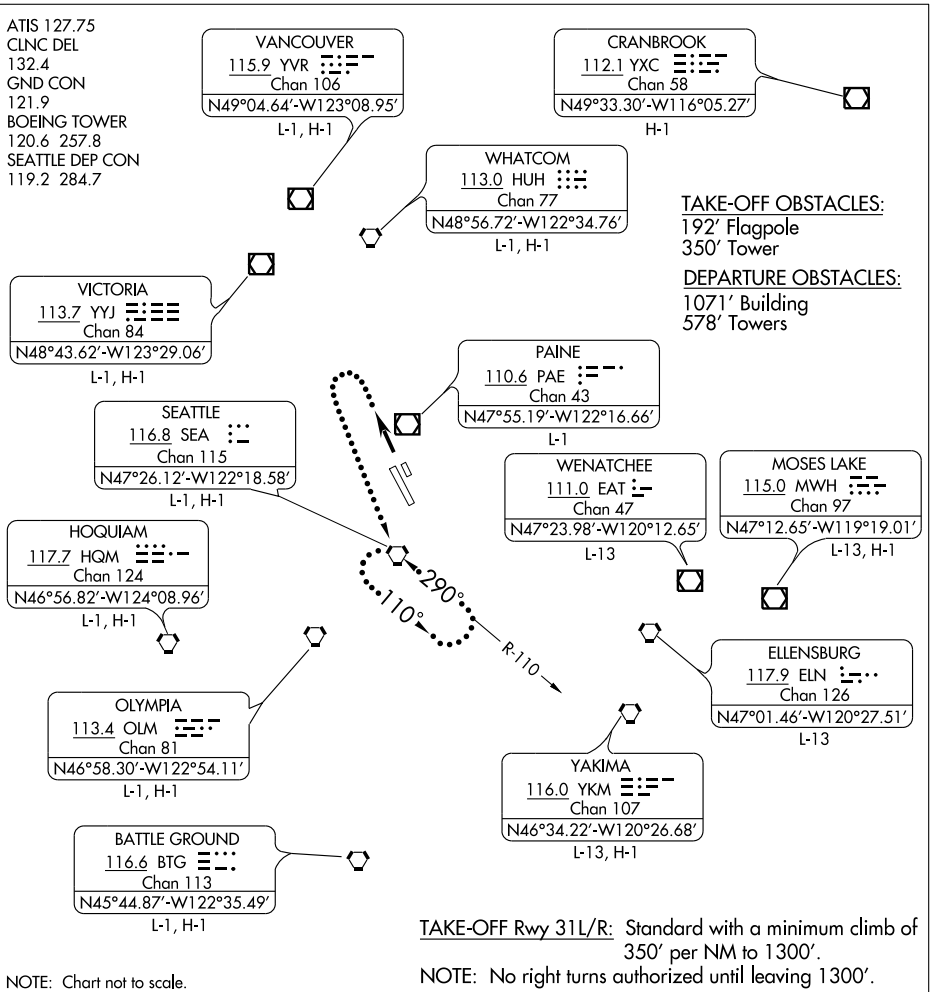
ATIS	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	119.2 284.7	120.6 257.8	121.9	132.4



CATEGORY	A	B	C	D
S-LOC 13R	560/50 542 (600-1)		560-1½ 542 (600-1½)	560-1¾ 542 (600-1¾)
CIRCLING	780-1 759 (800-1)	840-1¼ 819 (900-1¼)	900-2½ 879 (900-2½)	960-3 939 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NEEDLE SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 31L/R: Climb runway heading, expect radar vectors to assigned route/fix. Maintain 2000 or ATC assigned altitude, expect clearance to filed altitude within 3 minutes after departure.

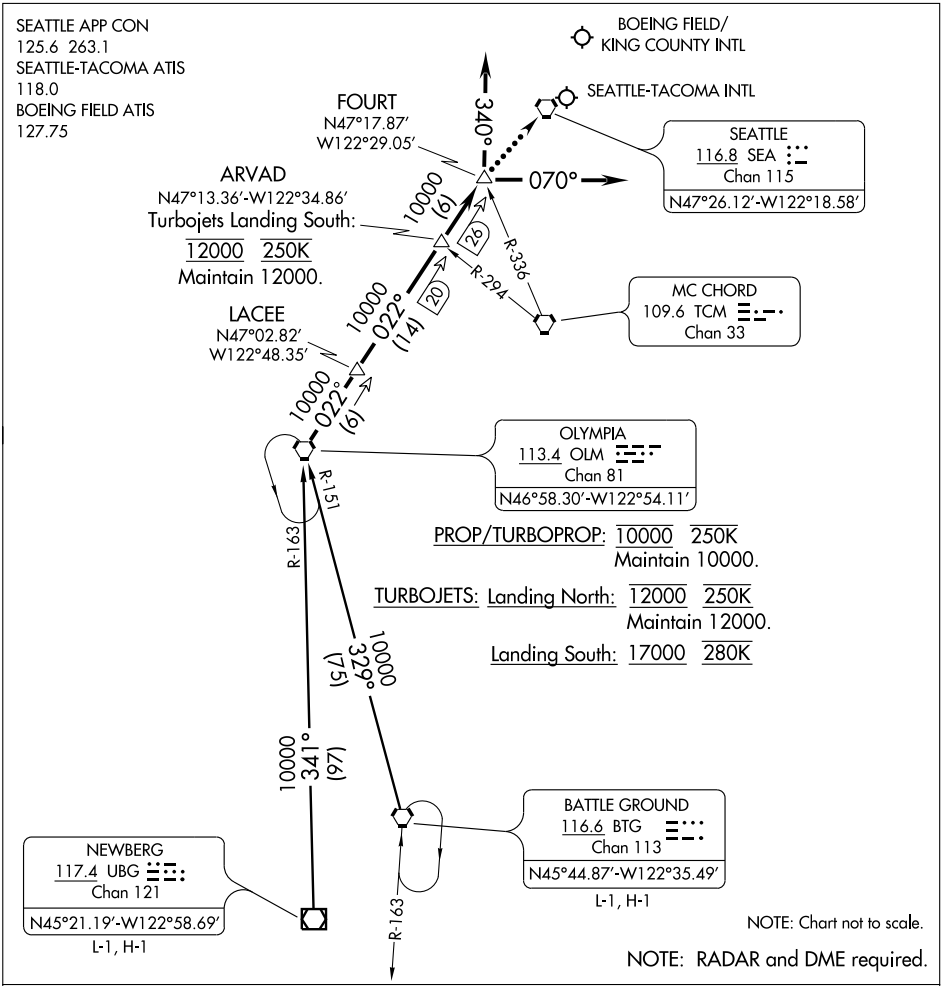
LOST COMMUNICATIONS: If no contact with departure control within 3 minutes after departure, climbing left turn direct SEA VORTAC, climb in SEA VORTAC holding pattern (E, left turn 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding enroute.

NW-1, 26 AUG 2010 to 23 SEP 2010

OLYMPIA SIX ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON



BATTLE GROUND TRANSITION (BTG.OLM6): From over BTG VORTAC via BTG R-329 and OLM R-151 to OLM VORTAC. Thence....

NEWBERG TRANSITION (UBG.OLM6): From over UBG VOR/DME via UBG R-341 and OLM R-163 to OLM VORTAC. Thence....

....From over OLM VORTAC via OLM R-022 to LACEE/OLM 6 DME, then via OLM R-022 to ARVAD INT/OLM 20 DME, then via OLM R-022 to FOURT INT/OLM 26 DME, thence...

LANDING NORTH: Depart FOURT INT/OLM 26 DME heading 070° for vectors to final approach course.

LANDING SOUTH: Depart FOURT INT/OLM 26 DME heading 340° for vectors to final approach course.

LOST COMMUNICATIONS: From over FOURT INT/OLM 26 DME, proceed direct SEA VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9120
130°	TDZE	18
	Apt Elev	21

RNAV (GPS) Y RWY 13R

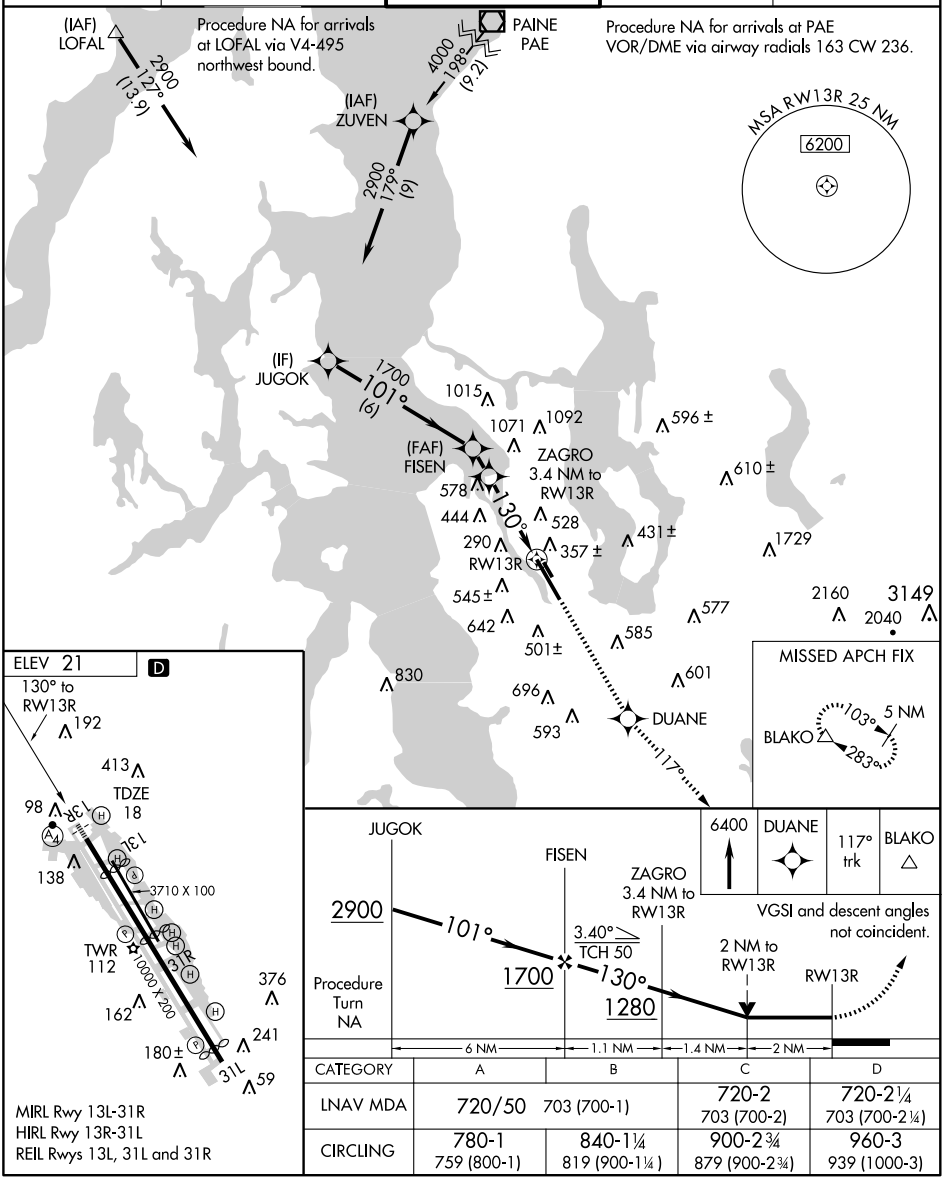
SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

Circling to Rwy 13L/31R NA at night.
Inoperative table does not apply. DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 6400 direct DUANE and via 117° track to BLAKO and hold, continue climb-in-hold to 6400.

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	119.2 284.7	120.6 257.8	121.9	132.4



CATEGORY	A	B	C	D
LNAV MDA	720/50	703 (700-1)	720-2 703 (700-2)	720-2¼ 703 (700-2¼)
CIRCLING	780-1 759 (800-1)	840-1¼ 819 (900-1¼)	900-2¾ 879 (900-2¾)	960-3 939 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9120
130°	TDZE	18
	Apt Elev	21

RNAV (RNP) Z RWY 13R

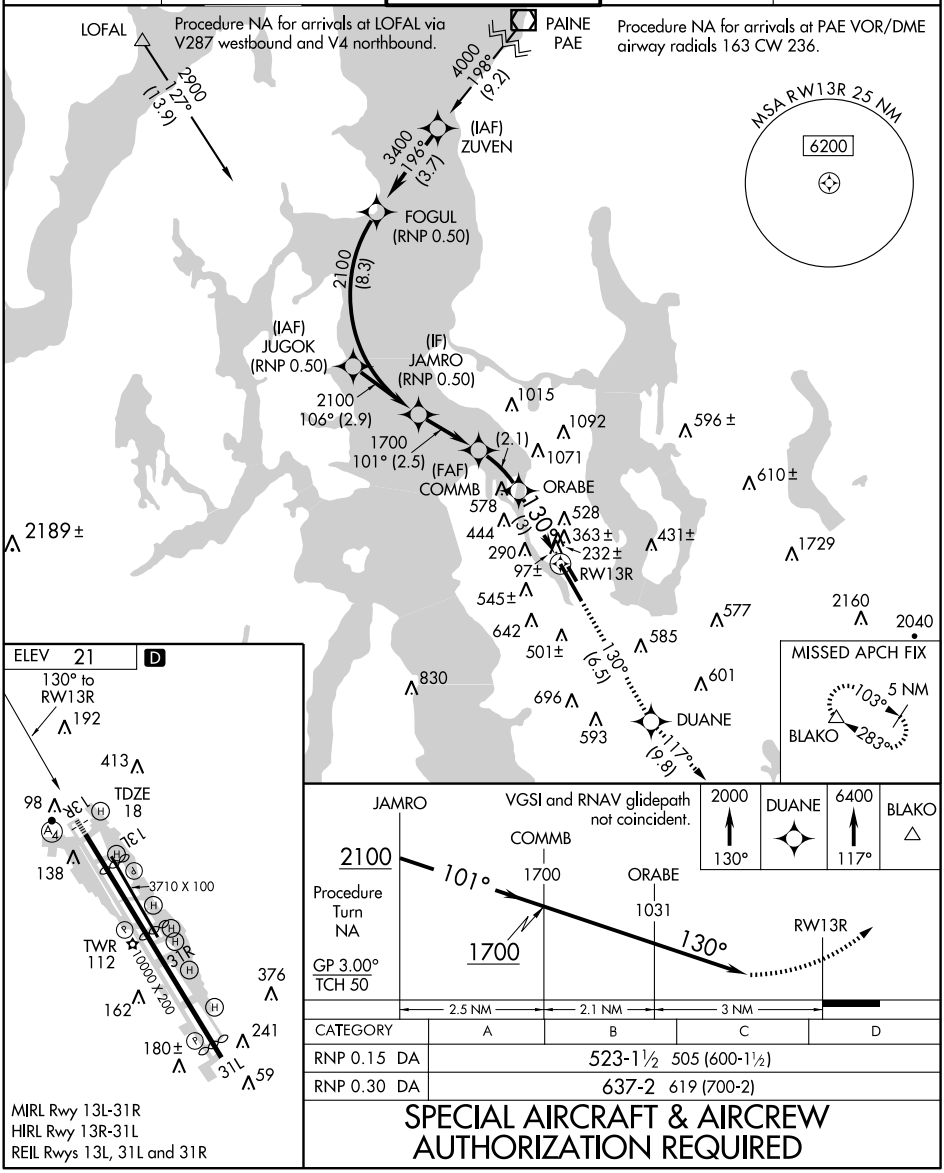
SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

GPS and RF required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (26°F) or above 48°C (119°F). For inoperative MALSF, increase RNP 0.15 visibility to 1¾, RNP 0.30 to 2¼.

MALSF

MISSED APPROACH: Climb to 2000 via 130° track to DUANE then climb to 6400 via 117° track to BLAKO and hold. Continue climb-in-hold to 6400.

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	119.2 284.7	120.6 257.8	121.9	132.4



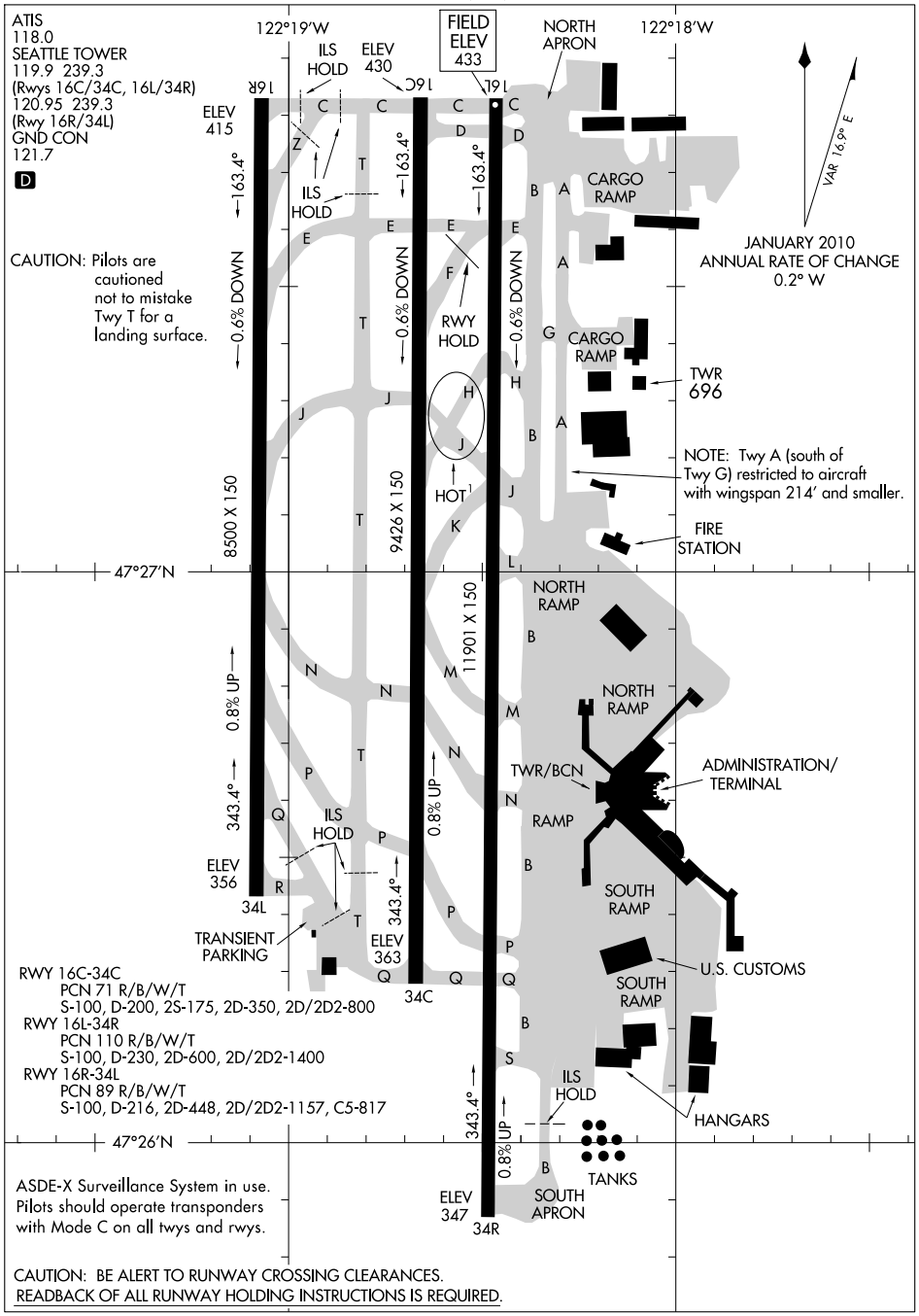
CATEGORY	A	B	C	D
RNP 0.15 DA	523-1½ 505 (600-1½)			
RNP 0.30 DA	637-2 619 (700-2)			

MIRL Rwy 13L-31R
HIRL Rwy 13R-31L
REIL Rwys 13L, 31L and 31R

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AL-582 (FAA)



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

KENMORE AIR HARBOR SPB (W55) 1 N UTC−8(−7DT) N47°37.74′ W122°20.32′ **SEATTLE**

14 **FUEL** 100LL, JET A AOE NOTAM FILE SEA

WATERWAY 16–34: 5000X500 (WATER)

SEAPLANE REMARKS: Attended dawn–dusk. Fuel avbl emergency only. Night landings not recommended due to unlighted small watercraft. Red buoy indicates start and stop area for tkfs and ldgs. Increased boating ops on lake Apr 15 thru Oct 15. All tkf and ldg in center of lake. Special noise abatement rules in effect ctc operator for pattern information. Do not taxi closer than 200′ from shoreline except in close proximity to Kenmore Air Harbor. Call 425–486–1257 X2010 for approval at least 3 hrs prior to arrival. Docking fee. Flight Notification Service (ADCUS) available.

COMMUNICATIONS: CTAF 122.9

SEATTLE SEAPLANES SPB (ØWØ) 1 N UTC−8(−7DT) N47°37.66′ W122°19.91′ **SEATTLE**

14 S2 NOTAM FILE SEA

WATERWAY 18–36: 9500X300 (WATER)

SEAPLANE REMARKS: Attended 1600Z‡–dusk. Small watercraft activity on lake.

COMMUNICATIONS: CTAF 122.9

SEATTLE–TACOMA INTL (SEA) 10 S UTC−8(−7DT) N47°26.99′ W122°18.71′ **SEATTLE**

433 B **FUEL** 100LL, JET A, A1 LRA Class I, ARFF Index E NOTAM FILE SEA **H–1B, L–1D**

RWY 16L–34R: H11901X150 (CONC–GRVD) S–100, D–230, 2D–600, 2D/2D2–1400 **IAP, AD**
PCN 110 R/B/W/T HIRL CL

RWY 16L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 79′. 0.6% down.

RWY 34R: TDZL. MALSR. PAPI(P4L)—GA 2.75° TCH 82′. 0.8% up.

RWY 16C–34C: H9426X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350, 2D/2D2–800 PCN 71 R/B/W/T HIRL CL

RWY 16C: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 76′. 0.6% down.

RWY 34C: MALSR. PAPI(P4L)—GA 3.0° TCH 62′. Tree. 0.8% up.

RWY: 16R–34L H8500X150 (CONC–GRVD) S–100, D–216, 2D–448, 2D/2D2–1157, C5–817 PCN 89 R/B/W/T HIRL CL

RWY 16R: ALSF2. TZL. PAPI(P4R)—GA 3.0° TCH 69′. 0.6% down.

RWY 34L: MALSR. PAPI(P4L)—GA 3.0° TCH 75′. 0.8% up.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 16L: TORA–11901 TODA–11901 ASDA–11901 LDA–11901

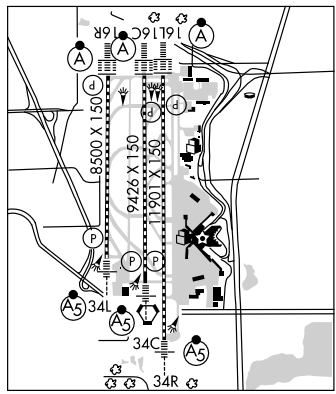
RWY 16C: TORA–9426 TODA–9426 ASDA–9426 LDA–9426

RWY 16R: TORA–8500 TODA–8500 ASDA–8500 LDA–8500

RWY 34L: TORA–8500 TODA–8500 ASDA–8500 LDA–8500

RWY 34C: TORA–9426 TODA–9426 ASDA–9426 LDA–9426

RWY 34R: TORA–11901 TODA–11901 ASDA–11901 LDA–11901



AIRPORT REMARKS: Attended continuously. Bird flocks within airport vicinity—check local advisories. Helicopters ldg and departing avoid overflying fuel farm located at the SE corner of the arpt. ASDE–X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Do not mistake Twy T for landing sfc. Twy A south of Twy G restricted to acft with wingspan 225′ and smaller. Taxilane around N satellite restricted to acft with wingspans of 200′ or less except for gates N7–N9. Access to air cargo 4 parking and cargo areas rstd to acft with wingspans of 118′ or less. Twy for corporate hangar ramp ltd to acft with 104′ or less wingspan for taxi ops. GA customs parking is very limited. PPR for all general aviation parking and svc, ctc 206–433–5481. Between the hours of 0600–1500Z‡, the use of extdd reverse thrust is discouraged byd what is necessary for opr or safety reasons. NS ABTMT procedures in effect between 0600–1400Z‡. For further information ctc SEA NS ABTMT office at 206–787–7496. Touchdown, midpoint and rollout runway visual range avbl Rwy 16C, Rwy 34C, Rwy 16L, Rwy 34R, Rwy 16R, and Rwy 34L. Landing fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Seattle–Tacoma Intl Gatehold Procedures, Oceanic Departures.

WEATHER DATA SOURCES: ASOS (206) 431–2834.

COMMUNICATIONS: D-ATIS 118.0 (206) 241–6025 **UNICOM** 122.95

Ⓡ **SEATTLE APP CON** 120.1 (199°–300°) 120.4 (301°–340° Rwy 34) 125.6 (West) 125.9 (076°–160° Rwy 34) (301°–340° Rwy 16) 126.5 (161°–198°) 133.65 (ARR Rwy 16) 123.9

Ⓡ **SEATTLE DEP CON** 119.2 (DEP Rwy 16) 120.1 (199°–300°) 120.4 (301°–340° Rwy 34) 125.6 (West) 125.9 (076°–160° Rwy 34) (301°–340° Rwy 16) 126.5 (161°–198°) 123.9

SEATTLE TOWER 119.9 (Rwy 16L–34R, Rwy 16C–34C) 120.95 (Rwy 16R–34L) **GND CON** 121.7 126.87 (Cargo north ramp) 122.27 (South ramp) **CLNC DEL** 128.0

AIRSPACE: CLASS B See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

(H) VORTACW 116.8 SEA Chan 115 N47°26.12′ W122°18.58′ at fld. 354/19E.

ILS/DME 110.75 I–CJL Chan 44(Y) Rwy 16R. Class IIIE.

ILS/DME 110.75 I–BEJ Chan 44(Y) Rwy 34L. Class IIE.

ILS/DME 110.3 I–SEA Chan 40 Rwy 34R. Class IID. DME also serves ILS Rwy 16L.

ILS/DME 111.7 I–SZI Chan 54 Rwy 16C. Class IIIE. DME also serves ILS Rwy 34C. LOC front course unusable byd 10 NM, blo 2,500′.

ILS/DME 110.3 I–SNQ Chan 40 Rwy 16L. Class IIIE. Localizer unusable byd 15° left of course, byd 14 NM blo 3,000′. DME also serves ILS Rwy 34R. Possible Rwy 16L glideslope fluctuation on final when wx is 800/2 or better. Possible Rwy 16L glideslope fluctuation prior to DGLAS when wx is less than 800/2.

ILS/DME 111.7 I–TUC Chan 54 Rwy 34C. Class IIE. DME also serves ILS Rwy 16C.

SEKIU (11S) 0 NW UTC−8(−7DT) N48°15.97′ W124°18.84′ SEATTLE

355 B NOTAM FILE SEA

RWY 08–26: H2997X50 (ASPH) LIRL

RWY 08: Thld dsplcd 900′. Hill. **RWY 26:** VASI(V2L)—GA 4.0° TCH 35′ (nights only). Tree.

AIRPORT REMARKS: Unattended. Deer on and in vicinity of arpt Sep–Mar. High ridge along N side of rwy. Turbulence on E end apch over water. Difficult apch when wind from N. PPR for other than single engine acft, call arpt manager 360–457–1138. Rwy 08–26 poor subsurface drainage during wet weather conditions causes rwy surface movements.

COMMUNICATIONS: CTAF 122.9

SEQUIM VALLEY (W28) 4 NW UTC−8(−7DT) N48°05.89′ W123°11.23′ SEATTLE L–1E

144 B S6 **FUEL** 100LL NOTAM FILE SEA

RWY 09R–27L: H3510X40 (ASPH) LIRL

RWY 09R: Trees. Rgt tfc. **RWY 27L:** Trees.

RWY 09L–27R: 3500X100 (TURF)

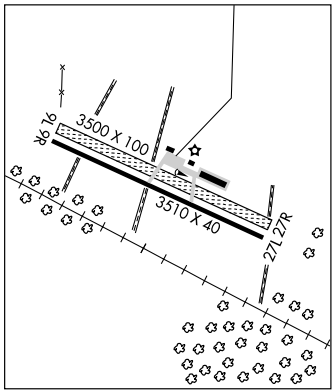
RWY 09L: Fence. Rgt tfc. **RWY 27R:** Trees.

AIRPORT REMARKS: Attended 1700–0100Z‡. Deer on and in the vicinity of arpt. Rwy 09L fence covered with 5′ shrubs. Rwy 09L–27R PPR for landing call 360–683–4444. Rwy 09R–27L has a 6″ shoulder. Rwy 27L marked with broken line. Paved twys cross turf Rwy 09L–27R.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

TATOOSH (H) VORTACW 112.2 TOU Chan 59 N48°17.99′ W124°37.62′ 079° 59.1 NM to fld. 1652/22E. **HIWAS.**

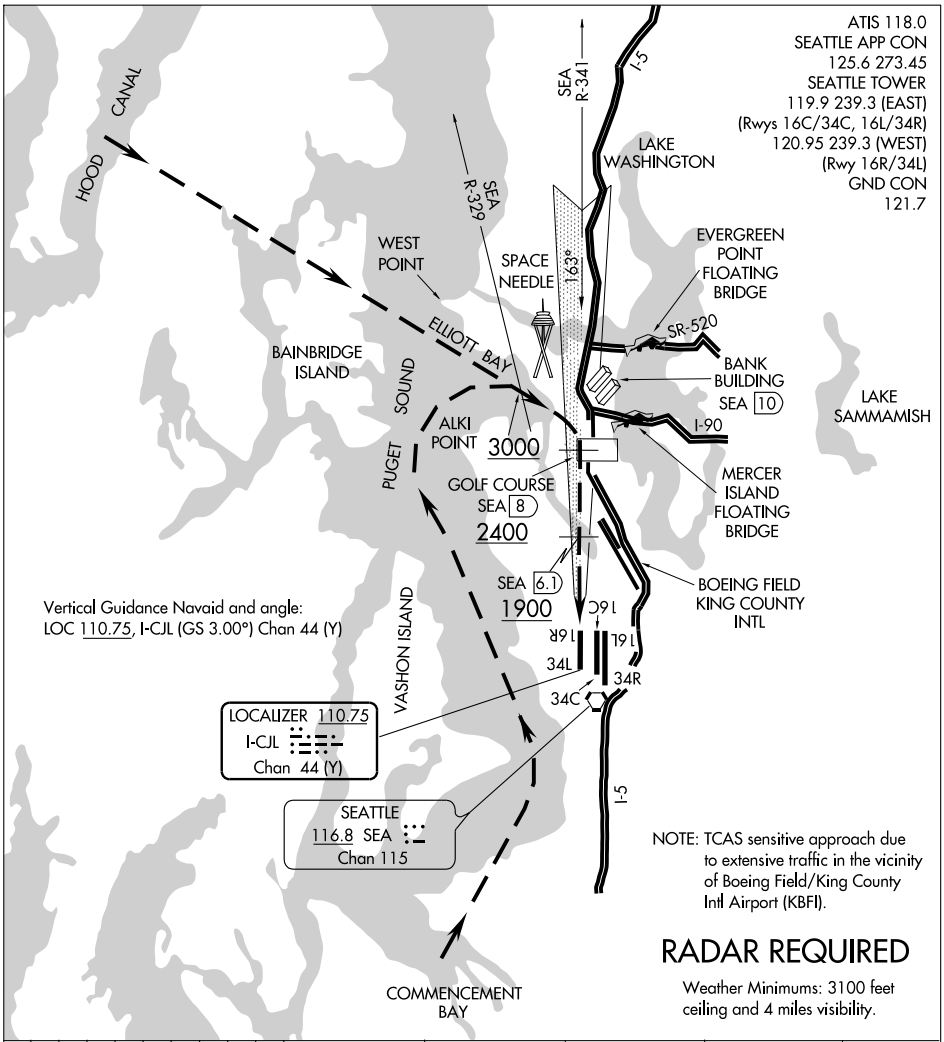


SHADY ACRES (See SPANAWAY)

ALKI VISUAL RWY 16R

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



NW-1, 26 AUG 2010 to 23 SEP 2010

ALKI VISUAL APPROACH RWY 16R

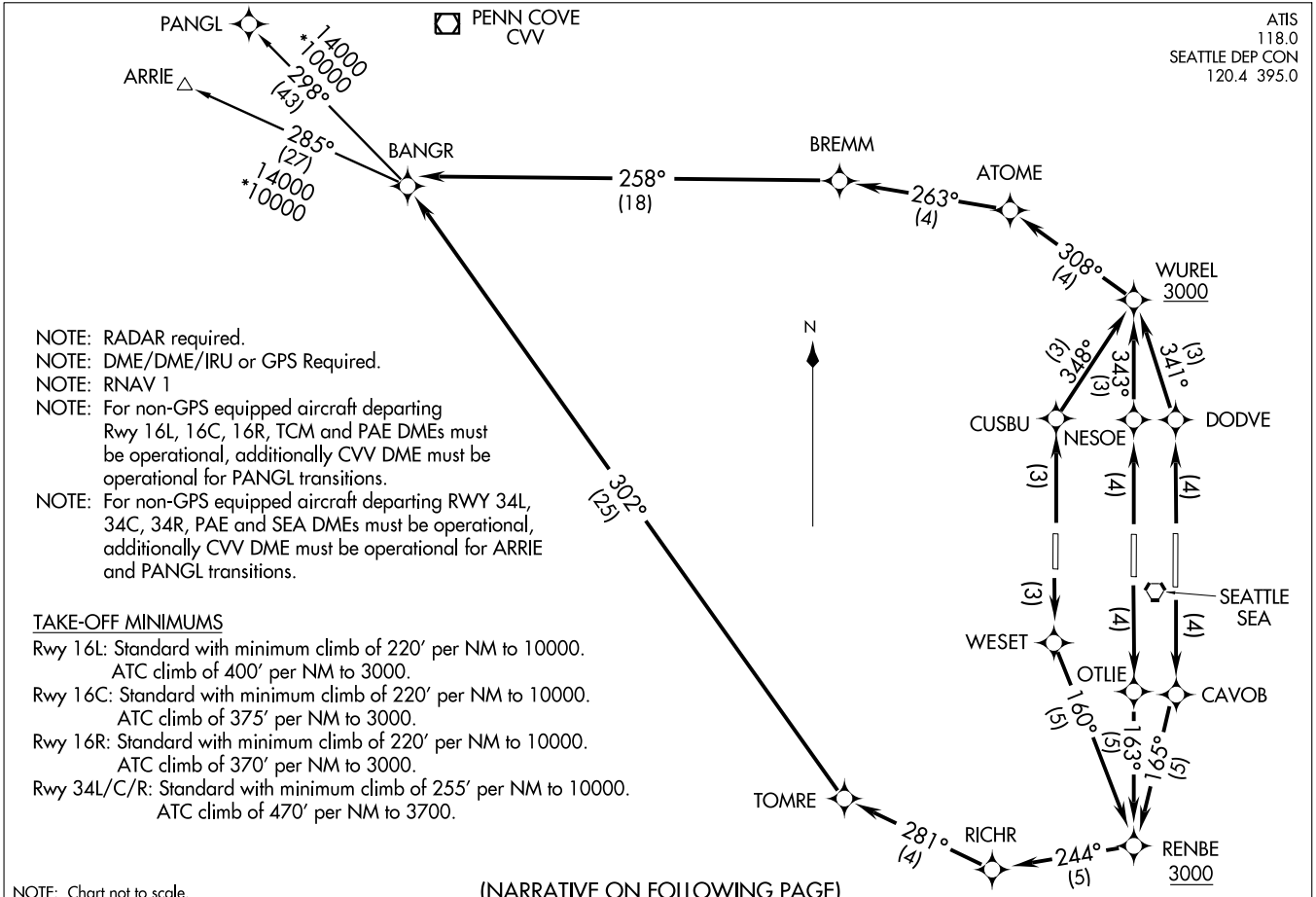
When the ceiling is at least 3100′ and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for an ALKI Visual Runway 16R Approach. When cleared for an ALKI Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16R Localizer/SEA R-341 on Runway 16R extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300′ per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

BANGR SIX DEPARTURE (RNAV)

(BANGR6.BANGR) 09015

SEATTLE, WASHINGTON

SEATTLE-TACOMA INTL (SEA)



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: For non-GPS equipped aircraft departing Rwy 16L, 16C, 16R, TCM and PAE DMEs must be operational, additionally CVV DME must be operational for PANGL transitions.
NOTE: For non-GPS equipped aircraft departing RWY 34L, 34C, 34R, PAE and SEA DMEs must be operational, additionally CVV DME must be operational for ARRIE and PANGL transitions.

TAKE-OFF MINIMUMS

Rwy 16L: Standard with minimum climb of 220′ per NM to 10000.
ATC climb of 400′ per NM to 3000.
Rwy 16C: Standard with minimum climb of 220′ per NM to 10000.
ATC climb of 375′ per NM to 3000.
Rwy 16R: Standard with minimum climb of 220′ per NM to 10000.
ATC climb of 370′ per NM to 3000.
Rwy 34L/C/R: Standard with minimum climb of 255′ per NM to 10000.
ATC climb of 470′ per NM to 3700.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BANGR SIX DEPARTURE (RNAV)

(BANGR6.BANGR) 09015

SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON

SL-582 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb direct CAVOB, then via 165° track to cross RENBE at or above 3000, then via depicted route to BANGR, thence. . . .
TAKE-OFF RUNWAY 16C: Climb direct OTLIE, then via 163° track to cross RENBE at or above 3000, then via depicted route to BANGR, thence. . . .
TAKE-OFF RUNWAY 16R: Climb direct WESET, then via 160° track to cross RENBE at or above 3000, then via depicted route to BANGR, thence. . . .
TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to BANGR, thence. . . .
TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL at or above 3000, then via depicted route to BANGR, thence. . . .
TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to BANGR, thence. . . .

. . . . via (transition). Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

ARRIE TRANSITION (BANGR6.ARRIE)
PANGL TRANSITION (BANGR6.PANGL)

TAKE-OFF OBSTACLE NOTES

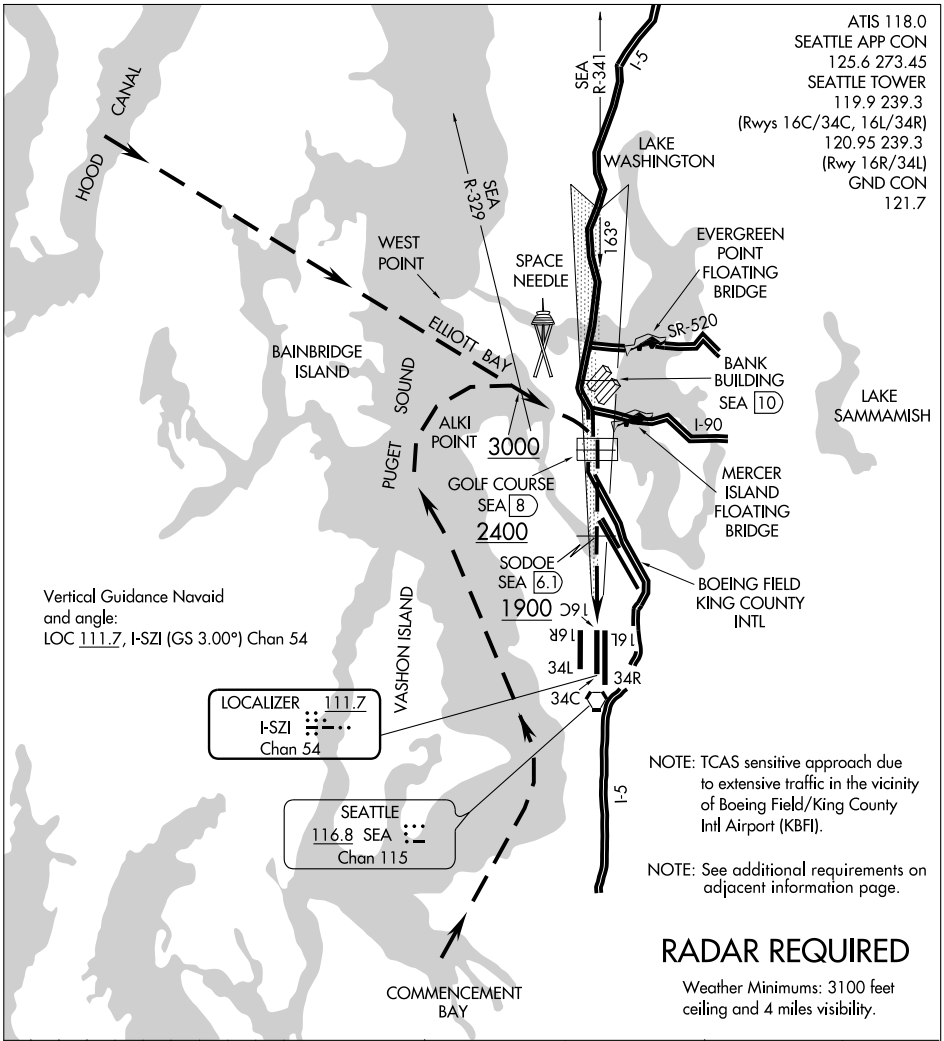
Rwy 16L: Trees beginning 2908′ from DER, 1064′ right of centerline, up to 100′ AGL/476′ MSL.
Rwy 16C: Trees begining 4477′ from DER, 484′ right of centerline, up to 100′ AGL/507′ MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488′ from DER, 436′ left of centerline, up to 100′ AGL/507′ MSL. Trees beginning 1137′ from DER, 587′ right of centerline, up to 100′ AGL/468′ MSL.
Rwy 34L: Fence 189′ from DER, 401′ right of centerline, up to 12′ AGL/420′ MSL. Trees beginning 4010′ from DER, 857′ left of centerline, up to 100′ AGL/522′ MSL.

NW-1, 26 AUG 2010 to 23 SEP 2010

BAY VISUAL RWY 16C

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



NW-1, 26 AUG 2010 to 23 SEP 2010

BAY VISUAL APPROACH RWY 16C

When the ceiling is at least 3100′ and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16C Approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16C Localizer/SEA R-341 on Runway 16C extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300′ per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

NW-1, 26 AUG 2010 to 23 SEP 2010

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

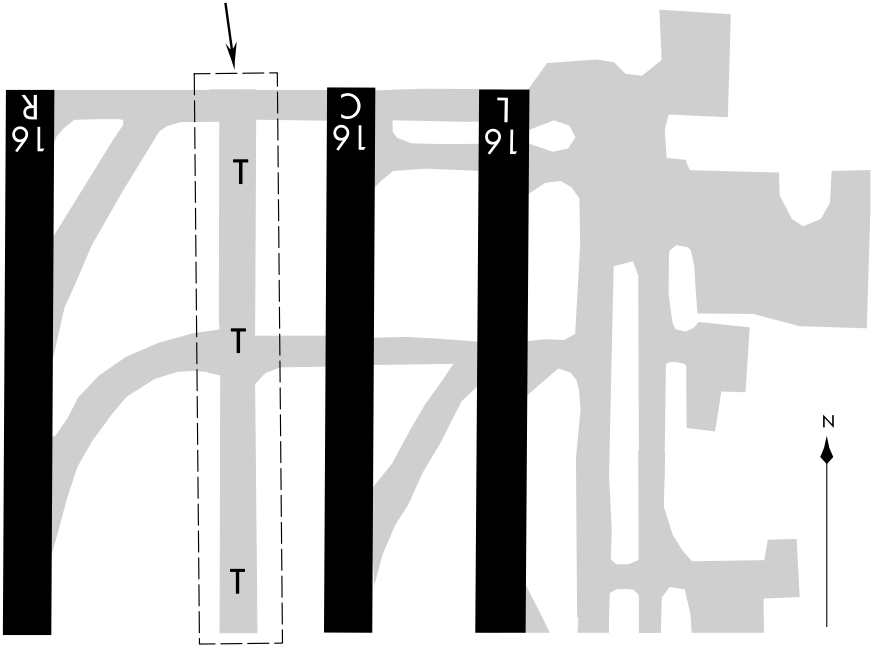
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

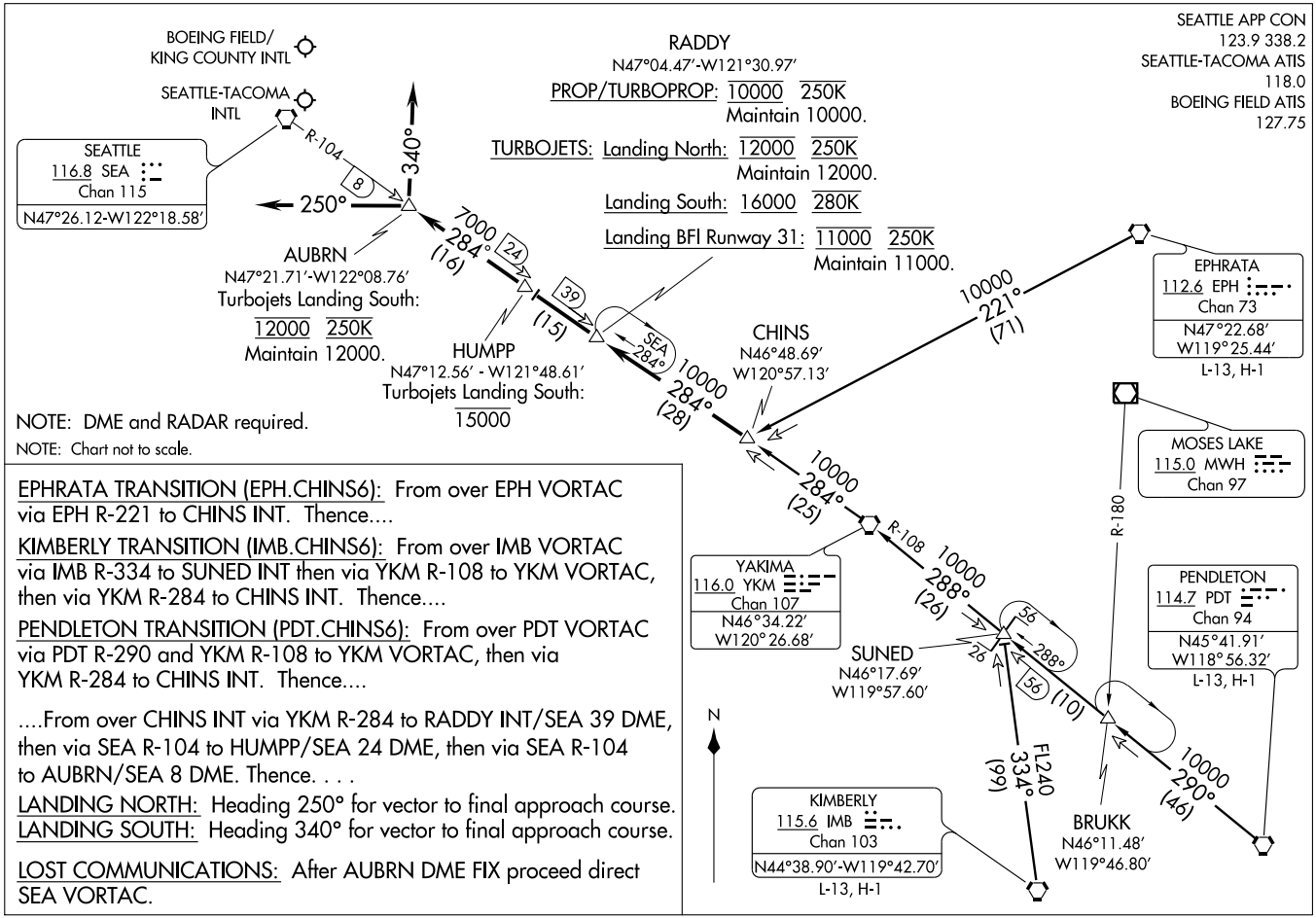
RECOMMENDTION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.



CHINS SIX ARRIVAL (CHINS.CHINS6) 08045

SEATTLE, WASHINGTON



EPHRATA TRANSITION (EPH.CHINS6): From over EPH VORTAC via EPH R-221 to CHINS INT. Thence....

KIMBERLY TRANSITION (IMB.CHINS6): From over IMB VORTAC via IMB R-334 to SUNED INT then via YKM R-108 to YKM VORTAC, then via YKM R-284 to CHINS INT. Thence....

PENDLETON TRANSITION (PDT.CHINS6): From over PDT VORTAC via PDT R-290 and YKM R-108 to YKM VORTAC, then via YKM R-284 to CHINS INT. Thence....

....From over CHINS INT via YKM R-284 to RADDY INT/SEA 39 DME, then via SEA R-104 to HUMPP/SEA 24 DME, then via SEA R-104 to AUBRN/SEA 8 DME. Thence. . . .

LANDING NORTH: Heading 250° for vector to final approach course.

LANDING SOUTH: Heading 340° for vector to final approach course.

LOST COMMUNICATIONS: After AUBRN DME FIX proceed direct SEA VORTAC.

CHINS SIX ARRIVAL (CHINS.CHINS6) 08045

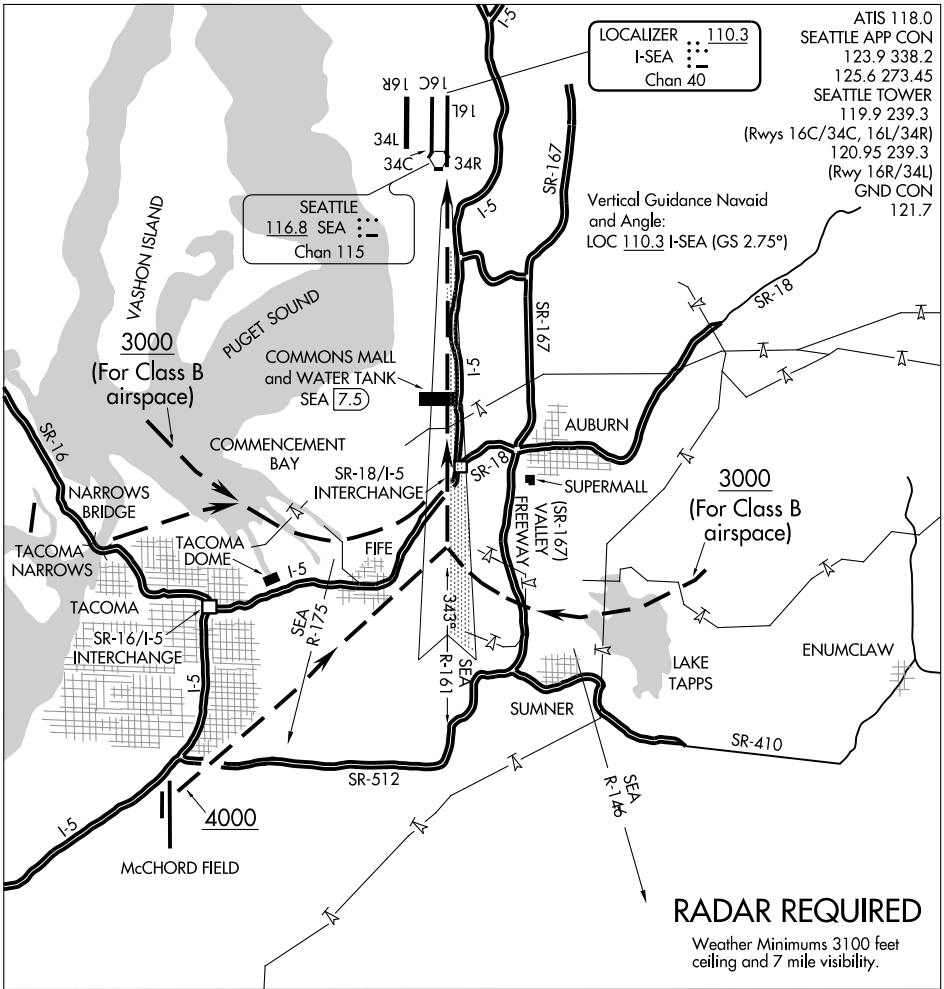
SEATTLE, WASHINGTON

ST-582 (FAA)

COMMONS VISUAL RWY 34R

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



COMMONS VISUAL APPROACH RWY 34R

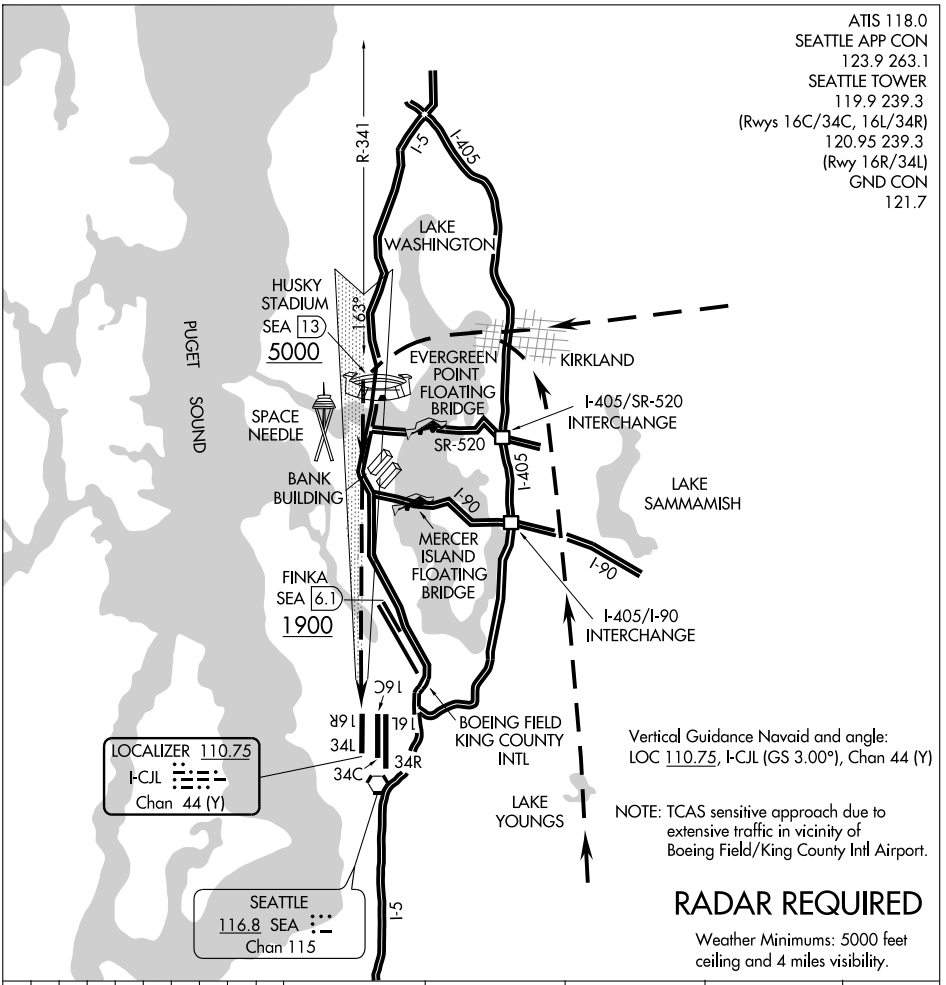
When the ceiling is at least 3100′ and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord Field or Lake Tapps for a Commons Visual Runway 34R Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of runway 34R. Turn final before or over the interchange of State Road 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the Commons Mall and Water Tank (7.5 DME) and proceed visually to the runway.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

DAWG VISUAL RWY 16R

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



DAWG VISUAL APPROACH RWY 16R

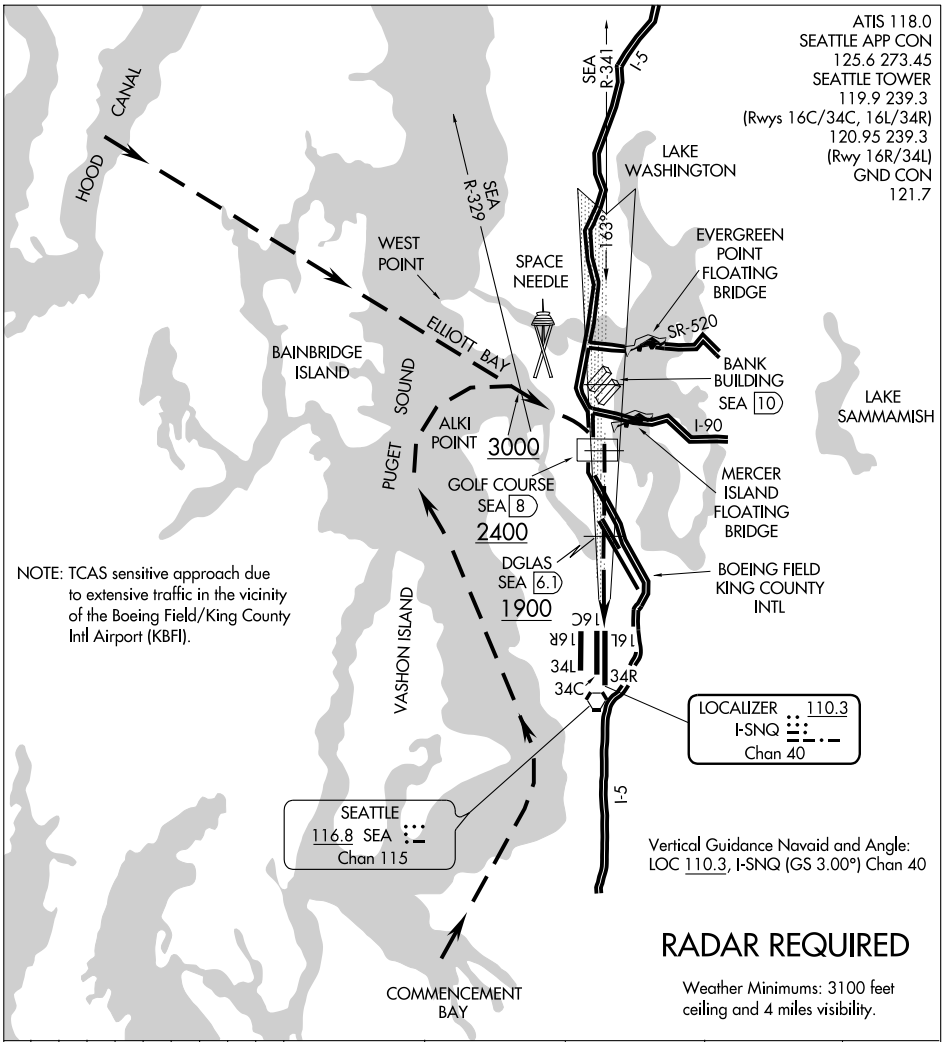
When the ceiling is at least 5000′ and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Dawg Visual Runway 16R Approach. When cleared for a Dawg Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16R localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.

NW-1, 26 AUG 2010 to 23 SEP 2010

ELLIOTT VISUAL RWY 16L

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



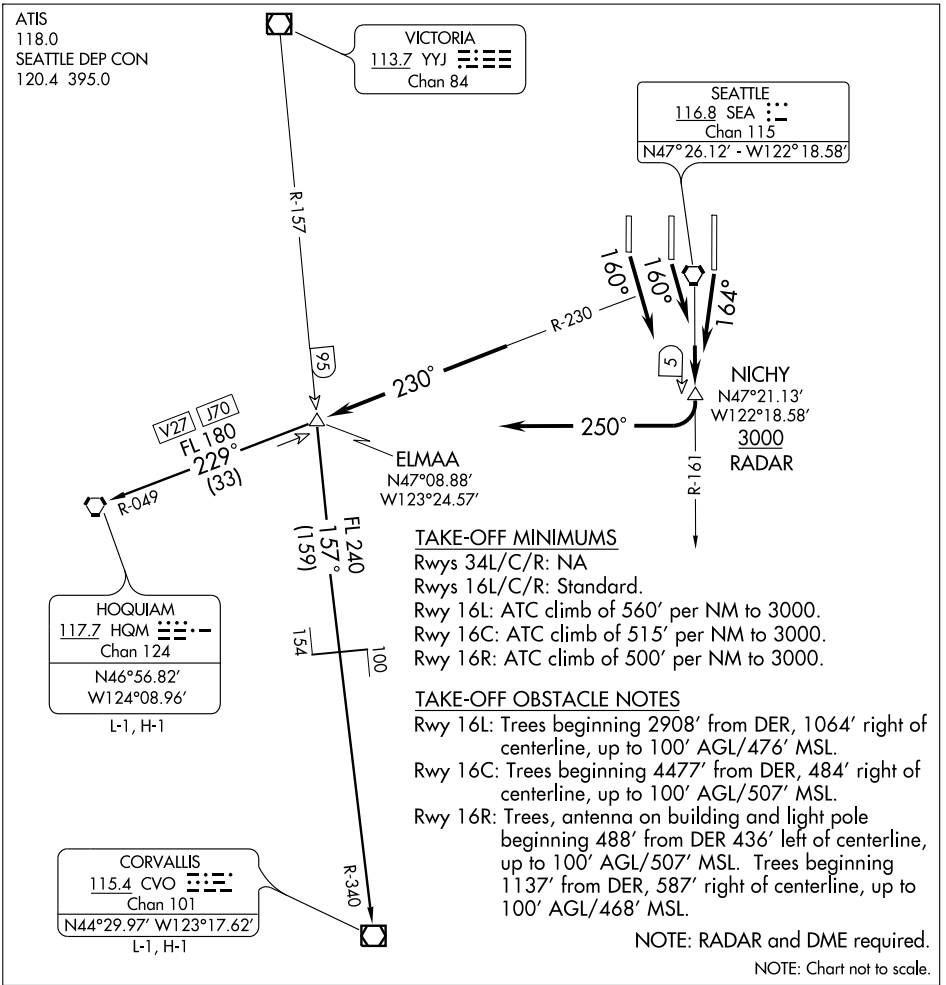
ELLIOTT VISUAL APPROACH RWY 16L

When the ceiling is at least 3100′ and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for an Elliott Visual Runway 16L Approach. When cleared for an Elliott Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the 16L Localizer/SEA R-341 on Runway 16L extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300′ per mile may be made with reference to the altitude shown at the visual checkpoints or associated DME/fix positions.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ELMAA EIGHT DEPARTURE

SL-582 (FAA)



TAKE-OFF MINIMUMS
Rwys 34L/C/R: NA
Rwys 16L/C/R: Standard.
Rwy 16L: ATC climb of 560′ per NM to 3000.
Rwy 16C: ATC climb of 515′ per NM to 3000.
Rwy 16R: ATC climb of 500′ per NM to 3000.

TAKE-OFF OBSTACLE NOTES
Rwy 16L: Trees beginning 2908′ from DER, 1064′ right of centerline, up to 100′ AGL/476′ MSL.
Rwy 16C: Trees beginning 4477′ from DER, 484′ right of centerline, up to 100′ AGL/507′ MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488′ from DER 436′ left of centerline, up to 100′ AGL/507′ MSL. Trees beginning 1137′ from DER, 587′ right of centerline, up to 100′ AGL/468′ MSL.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb heading 164° and SEA R-161, thence. . . .
TAKE-OFF RUNWAYS 16C/R: Climb heading 160° and SEA R-161, thence. . . .

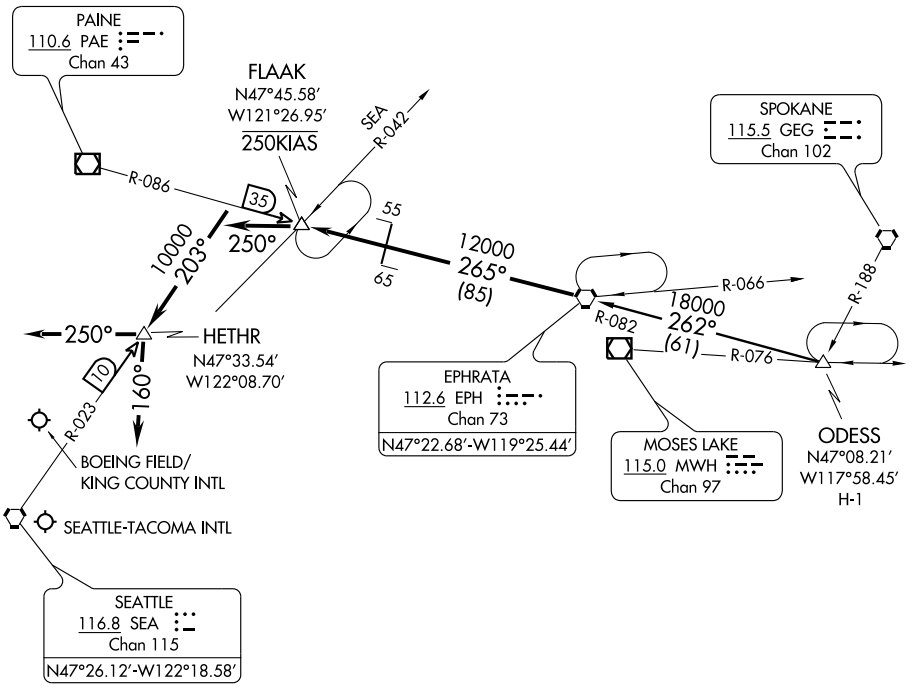
. . . .to cross NICHY/5 DME/RADAR at or above 3000, then right turn heading 250° to intercept SEA R-230 to ELMAA INT, then via (transition/assigned route), expect filed altitude/flight level 15 NM from SEA.

CORVALLIS TRANSITION (ELMAA8.CVO): From over ELMAA INT via YYJ R-157 and CVO R-340 to CVO VOR/DME.

HOQUIAM TRANSITION (ELMAA8.HQM): From over ELMAA INT via HQM R-049 to HQM VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010

SEATTLE APP CON
123.9 338.2
SEATTLE-TACOMA ATIS
118.0
BOEING FIELD ATIS
127.75



NOTE: DME and RADAR required.

ODESS TRANSITION (ODESS.EPH6): From over ODESS INT via EPH R-082 to EPH VORTAC. Thence....

....From over EPH VORTAC via EPH R-265 and PAE R-086 to FLAAK INT. Then via heading 250° to intercept the SEA R-023, then via SEA R-023 to HETHR DME Fix, thence....

LANDING NORTH: Heading 160° for vectors to final approach course;
LANDING SOUTH: Heading 250° for vectors to final approach course.

LOST COMMUNICATIONS: From over HETHR DME proceed direct SEA VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

GLASR SEVEN ARRIVAL

(GLASR.GLASR7) 10154

SEATTLE, WASHINGTON

SEATTLE APP CON
123.9 338.2
SEATTLE-TACOMA ATIS
118.0
BOEING FIELD ATIS
127.75
MC CHORD FIELD ATIS
109.6 270.1

JAKSN
N47°53.19′-W121°42.22′

PROP/TURBOPROP: 10000 250K
Maintain 10000.

TURBOJETS: Landing North: 16000 280K
Landing South: 12000 250K
Maintain 12000.
Landing BFI: 11000 250K
Maintain 11000.

N

PAINE
110.6 PAE
Chan 43

R-075 23 10000 255° (21) 44

WOODI
N47°46.12′-W121°51.80′
Turbojets Landing North:
15000

10000 203° (10) 37

10000 (17) 27

SEA R-042

GLASR
N47°51.26′
W121°11.57′

10000 (16) 60

SWAUK
N47°49.67′
W120°47.91′

16000 222° (28) 80

KRUZR
N48°04.65′
W120°34.68′

FL240 222° (15) 95

LOSTT
N48°11.69′
W120°14.91′

171° 222° 108

ONSET
N48°57.48′
W118°00.00′

FL240 229° (83)

(101)

GEG R-329

CRANBROOK
112.1 YXC
Chan 58
N49°33.30′ - W116°05.26′
H-1

WITRO
N47°46.83′
W120°08.20′

17000 255° (27) 103

(27)

SPOKANE
115.5 GEG
Chan 102
N47°33.90′
W117°37.61′

MULLAN PASS
117.8 MLP
Chan 125
N47°27.41′ - W115°38.76′
L-13, H-1

FL180 257° (76)

TEMPL
N47°43.79′
W119°29.06′

87 103

R-355

R-073

FL180 255° (81)

ELLENSBURG
117.9 ELN
Chan 126

250°

HETHR
N47°33.54′-W122°08.70′
Turbojets Landing North:
12000 250K
Maintain 12000.

BOEING FIELD/ KING CO INTL

203° (10) 160°

R-023

SEATTLE-TACOMA INTL

SEATTLE
116.8 SEA
Chan 115
N47°26.12′-W122°18.58′

McCHORD FIELD

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

CRANBROOK TRANSITION (YXC.GLASR7): From over YXC VOR/DME via YXC R-229 and SEA R-042 to GLASR INT. Thence....

MULLAN PASS TRANSITION (MLP.GLASR7): From over MLP VOR/DME via MLP R-255 and GEG R-073 to GEG VORTAC, then via GEG R-257 and PAE R-075 to GLASR INT. Thence....

....from over GLASR/PAE 44 DME via PAE R-075 to JAKSN INT/PAE 23 DME, then via the SEA R-023 to WOODI/SEA 27 DME, then via SEA R-023 to HETHR/SEA 10 DME, Thence....

LANDING NORTH: Heading 160° for vectors to final approach course.

LANDING SOUTH: Heading 250° for vectors to final approach course.

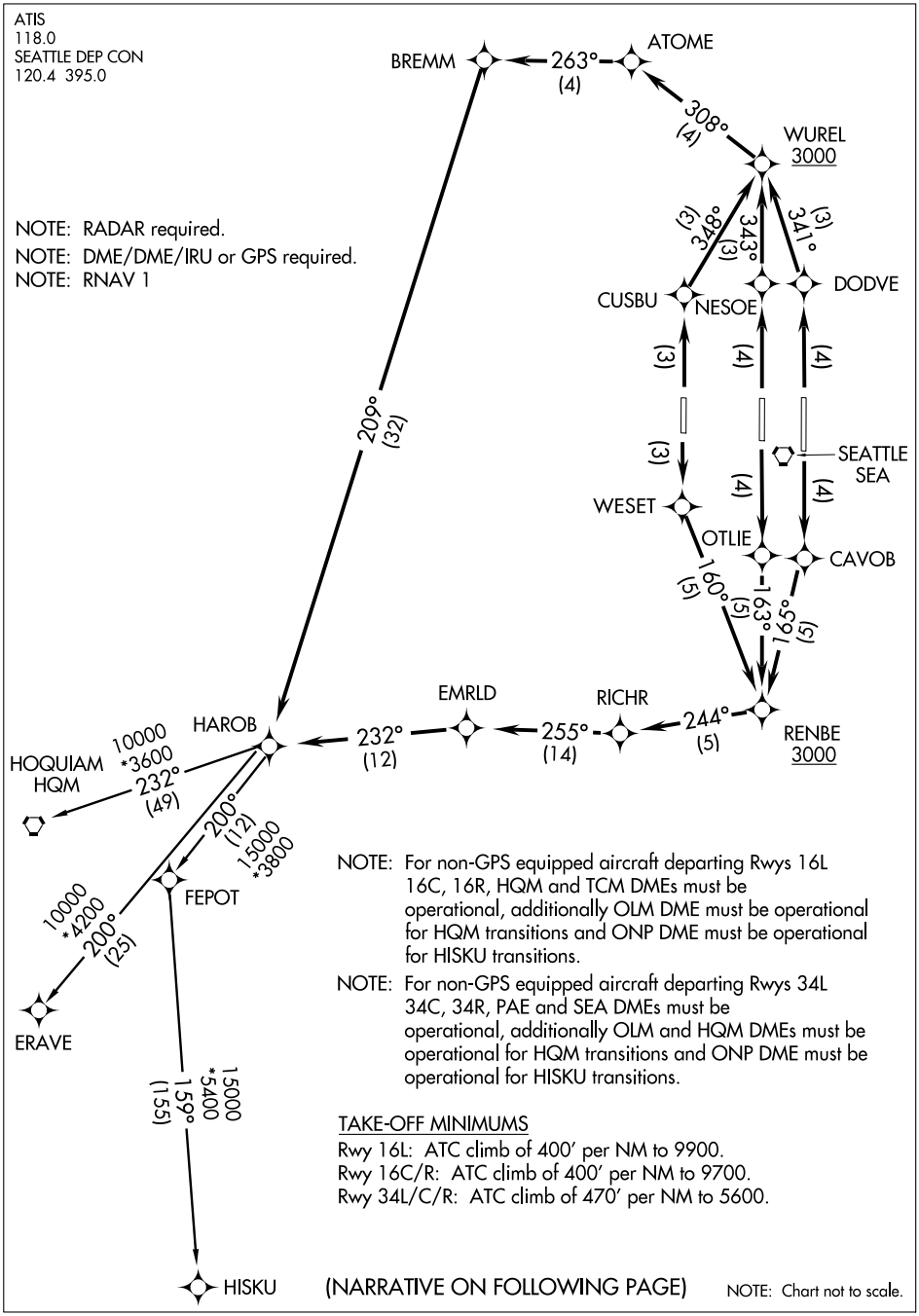
LANDING McCHORD FIELD: From over HETHR DME FIX, proceed direct SEA VORTAC.

LOST COMMUNICATIONS: From over HETHR DME FIX, proceed direct SEA VORTAC.

ST-582 (FAA)

HAROB THREE DEPARTURE (RNAV)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



HAROB THREE DEPARTURE (RNAV)
SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)
(HAROB3.HAROB) 09015

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

HAROB THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

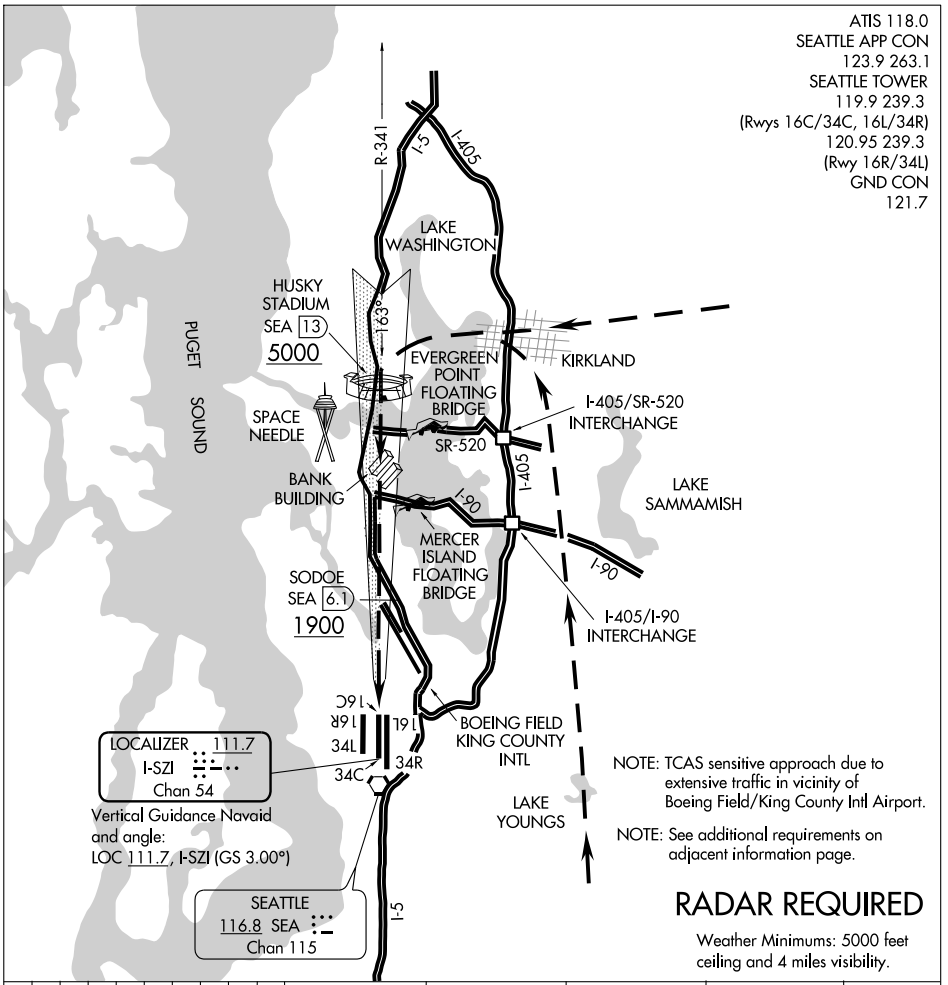
TAKE-OFF RUNWAY 16L: Climb direct CAVOB, then via 165° track to cross RENBE at or above 3000, then via depicted route to HAROB, thence. . . .
TAKE-OFF RUNWAY 16C: Climb direct OTLIE, then via 163° track to cross RENBE at or above 3000, then via depicted route to HAROB, thence. . . .
TAKE-OFF RUNWAY 16R: Climb direct WESET, then via 160° track to cross RENBE at or above 3000, then via depicted route to HAROB, thence. . . .
TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to HAROB, thence. . . .
TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL at or above 3000, then via depicted route to HAROB, thence. . . .
TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to HAROB, thence. . . .

. . . . via (transition). Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

ERAVE TRANSITION (HAROB3.ERAVE)
FEPOT TRANSITION (HAROB3.FEPOT)
HISKU TRANSITION (HAROB3.HISKU)
HOQUIAM TRANSITION (HAROB3.HQM)

TAKE-OFF OBSTACLE NOTES
Rwy 16L: Trees beginning 2908′ from DER, 1064′ right of centerline, up to 100′ AGL/476′ MSL.
Rwy 16C: Trees beginning 4477′ from DER, 484′ right of centerline, up to 100′ AGL/507′ MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488′ from DER, 436′ left of centerline, up to 100′ AGL/507′ MSL. Trees beginning 1137′ from DER, 587′ right of centerline, up to 100′ AGL/468′ MSL.
Rwy 34L: Fence 189′ from DER, 401′ right of centerline, up to 12′ AGL/420′ MSL. Trees beginning 4010′ from DER, 857′ left of centerline, up to 100′ AGL/522′ MSL.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

HUSKY VISUAL APPROACH RWY 16C

When the ceiling is at least 5000′ and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Husky Visual Runway 16C Approach. When cleared for a Husky Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16C localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

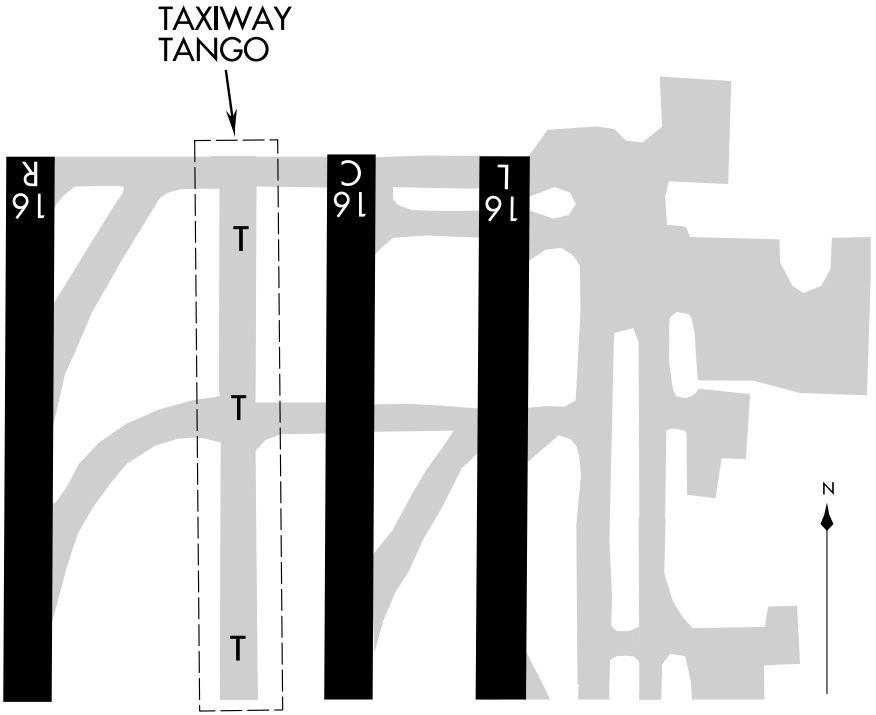
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDTION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.



NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SZI	APP CRS	Rwy 16C Idg 9426	Rwy 16L Idg 11901
111.7	163°	TDZE 430	TDZE 433
Chan 54		Apt Elev 433	Apt Elev 433

ILS or LOC RWY 16C

SEATTLE-TACOMA INTL (SEA)

For inoperative ALSF-2, increase S-LOC 16C Cat D visibility to RVR 5000. Inoperative table does not apply to SIDESTEP 16L. DME or RADAR required. See additional requirements on adjacent information page.

ALSF-2 Rwy 16C/L

MISSED APPROACH: Climb heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7

IAF PAINE 110.6 PAE Chan 43

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

DME or RADAR REQUIRED

*6000 167° (10.9)

343° R-167 (IF) WEMAT I-SZI 18.2 PAE 10.9 RADAR

*5000 163° (2.9) ERYKA I-SZI 15.3 RADAR

*4000 (2.9) MGNUM I-SZI 12.4 RADAR

*3200 (2.4) ANVIL I-SZI 10 RADAR

1900 163° (3.9) SODOE I-SZI 6.1 RADAR

10 NM

MSA SEA 25 NM: 180°, 3400, 070°, 6400, 2200, 340°

ALTERNATE MISSED APCH FIX: 074°, 254°, R-074, MC CHORD TCM 109.6 Chan 33

MISSED APCH FIX: MILLT INT SEA 11 RADAR; 116.8 SEA Chan 115; 161°, 341°, R-025, R-161, 109.6 TCM Chan 33

LOCALIZER 111.7 I-SZI Chan 54

Boeing Field/ King County Intl

1729 2160 3149 2040 3020 529± IM

SEATTLE 116.8 SEA Chan 115

TEBNE SEA 2.4 RADAR 573 R-161

ELEV 433 D

TDZE 430 16R 16C 16L 515 ± 163° 4.4 NM from FAF

TDZE 433 TWR 696 606 517 593

0.6% DOWN 0.8% UP 8500 X 150 9426 X 150 11901 X 150

34L 34C 34R

HIRL all Rwys TDZ/CL Rwys 16L, 16C, 16R and 34R

* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

160° SEA R-161 116.8 TEBNE SEA 2.4 RADAR 2000 5000 SEA R-161 MILLT INT SEA 11 RADAR

Procedure Turn NA WEMAT I-SZI 18.2 RADAR ERYKA I-SZI 15.3 RADAR MGNUM I-SZI 12.4 RADAR ANVIL I-SZI 10 RADAR SODOE I-SZI 6.1 RADAR I-SZI 2.5 I-SZI 1.7 VGSI and ILS glidepath not coincident.

*6000 163° *5000 *4000 *3200 1900 IM

GS 3.00° TCH 57

2.9 NM 2.9 NM 2.4 NM 3.9 NM 3.6 NM 0.7 0.1

CATEGORY	A	B	C	D
S-ILS 16C	630/18 200 (200-½)			
S-LOC 16C	760/24 330 (400-½)			760/40 330 (400-¾)
SIDESTEP 16L	760/50 327 (400-1)		760-1½ 327 (400-1½)	760-2 327 (400-2)
CIRCLING 16C	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

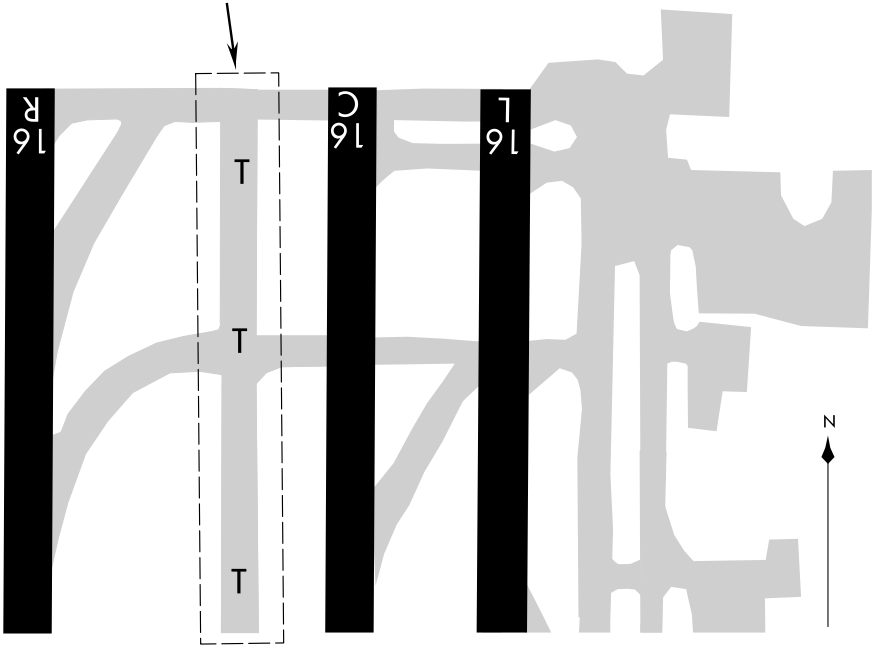
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDTION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.



NW-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 16L

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-SNQ	APP CRS	Rwy Idg	11901
110.3	163°	TDZE	433
Chan 40		Apt Elev	433

DME or RADAR required.
For inoperative ALSF-2, increase S-ILS 16L Cat. A visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb heading 165° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7

IAF
PAINE
110.6 PAE
Chan 43

*6000
166° (10.9)

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

DME or RADAR REQUIRED

R-166 (IF)
343°
COROK
I-SNQ 18.3
PAE 10.9
RADAR

*5000
163°
(2.9)
KENMO
I-SNQ 15.4
RADAR

*4000
(2.9)
HELZR
I-SNQ 12.5
RADAR

*3200
(2.4)
KARFO
I-SNQ 10.1
RADAR

1900
163°
(3.9)

10 NM

MSA SEA 25 NM
180°
3400
070°
6400
2200
340°

ALTERNATE MISSED APCH FIX
074°
254°
R-074
MC CHORD
TCM
109.6
Chan 33

MISSED APCH FIX
MILLT INT
SEA 11
RADAR
Chan 115
116.8 SEA
161°
341°
R-025
R-161
109.6 TCM
Chan 33

DGLAS
I-SNQ 6.2
RADAR

Boeing Field/
King County Intl

1729

2160
3149
2040
3020

SEATTLE
116.8 SEA
Chan 115

IM
514±

LOCALIZER 110.3
I-SNQ
Chan 40

TEBNE
SEA 2.4
RADAR
573

R-161

ELEV 433
D
515 ±
163° 4.4 NM from FAF

16R 16C 16L
TDZE 433
TWR 696
606
593
517
0.6% DOWN
0.8% UP
8500 X 150
9426 X 150
11901 X 150
34L 34C 34R

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

165°	SEA R-161 116.8	TEBNE SEA 2.4 RADAR 2000	5000 SEA R-161	MILLT INT SEA 11 RADAR

COROK I-SNQ 18.3 RADAR
KENMO I-SNQ 15.4 RADAR
HELZR I-SNQ 12.5 RADAR
KARFO I-SNQ 10.1 RADAR
DGLAS I-SNQ 6.2 RADAR
VGSI and ILS glidepath not coincident.
I-SNQ 2.9
I-SNQ 1.8
IM

*6000 163° *5000 *4000 *3200 1900 1900

GS 3.00°
TCH 54
Procedure Turn NA

2.9 NM | 2.9 NM | 2.4 NM | 3.9 NM | 3.3 NM | 1.1 NM | 0.1

CATEGORY	A	B	C	D
S-ILS 16L	695/18 262 (300-½)	633/18 200 (200-½)		
S-LOC 16L	880/24 447 (500-½)		880/40 447 (500-¾)	880/50 447 (500-1)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-CJL	APP CRS	Rwy Idg	8500
110.75	163°	TDZE	415
Chan 44 (Y)		Apt Elev	433

ILS or LOC RWY 16R

SEATTLE-TACOMA INTL (SEA)

DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb heading 158° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7

IAF PAINE 110.6 PAE Chan 43

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

DME or RADAR REQUIRED

(IF) WATEL I-CJL 18.2 PAE 10.9 RADAR

AGANE I-CJL 15.3 RADAR

CELAK I-CJL 12.3 RADAR

BUGNE I-CJL 10 RADAR

FINKA I-CJL 6 RADAR

TEBNE SEA 2.4 RADAR

MILLT INT SEA 11 RADAR

*6000 168° (10.9)

R-168

343°

163° (2.9)

*5000

*4000 (2.9)

*3200 (2.4)

1900 163° (3.9)

10 NM

MSA SEA 25 NM: 180°–3400, 070°–6400, 340°–2200

ALTERNATE MISSED APCH FIX: 074°, 254°, R-074, MC CHORD TCM 109.6 Chan 33

MISSED APCH FIX: MILLT INT SEA 11 RADAR; 116.8 SEA Chan 115; 161°, 341°, R-161, 109.6 TCM Chan 33, R-025

LOCALIZER 110.75 I-CJL Chan 44 (Y)

SEATTLE 116.8 SEA Chan 115

Boeing Field/ King County Intl

1729 ∧ 2160 ∧ 3149 2040 3020

541± IM

573 ∧ R-161

ELEV 433 D

515 ± 163° 4.4 NM from FAF

TDZE 415

16R 16C 16L

TWR 696

606 ∧ 517 ☆ 593 ∧

0.6% DOWN 0.8% UP

8500 X 150 9426 X 150 11901 X 150

34L 34C 34R

HIRL all Rwys

TDZ/CL Rwys 16L, 16C, 16R and 34R

*When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

158° SEA R-161 116.8 | TEBNE SEA 2.4 RADAR 2000 | 5000 SEA R-161 | MILLT INT SEA 11 RADAR

Procedure Turn NA

WATEL I-CJL 18.2 RADAR

AGANE I-CJL 15.3 RADAR

CELAK I-CJL 12.3 RADAR

BUGNE I-CJL 10 RADAR

FINKA I-CJL 6 RADAR

VGSI and ILS glidepath not coincident.

I-CJL 2.6 I-CJL 1.6

*6000 163° *5000 *4000 *3200 1900 1900 IM

GS 3.00° TCH 55

2.9 NM 2.9 NM 2.4 NM 3.9 NM 3.4 NM 0.9 0.1

CATEGORY	A	B	C	D
S-ILS 16R	615/18 200 (200-½)			
S-LOC 16R	800/24 385 (400-½)			800/40 385 (400-¾)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-TUC	APP CRS	Rwy 34C ldg	9426	Rwy 34R ldg	11901
111.7	343°	TDZE	387	TDZE	372
Chan 54		Apt Elev	433	Apt Elev	433

ILS or LOC RWY 34C

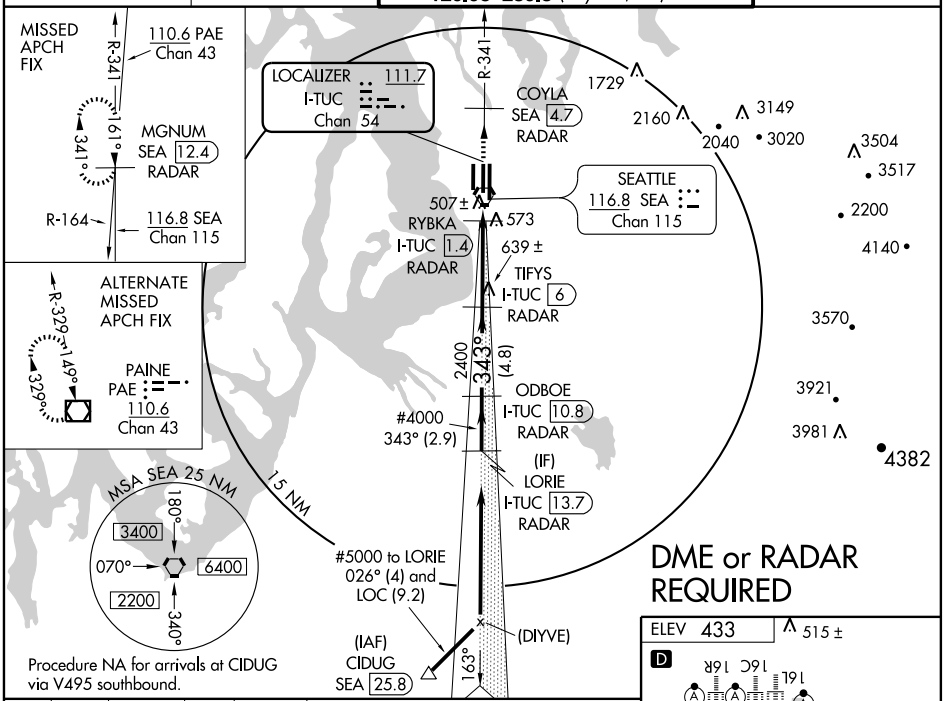
SEATTLE-TACOMA INTL (SEA)

For inoperative MALSR, increase SIDESTEP 34R Cats. A and B visibility to RVR 6000.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.
DME or RADAR required.

MALSR Rwy 34C/R

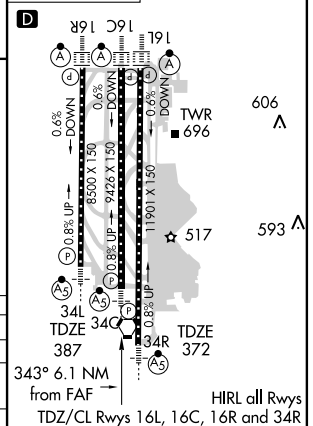
MISSED APPROACH: Climb heading 345° and SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-341 to MGNUM/SEA 12.4 DME/RADAR and hold, continue climb-in-hold to 5000.

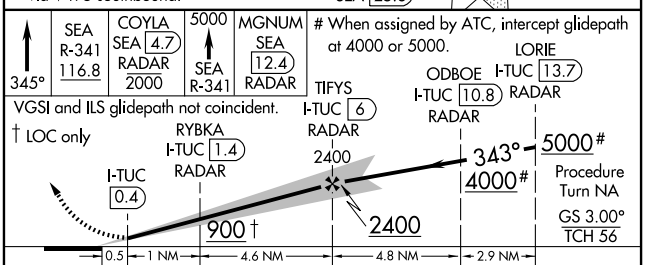
ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7



NW-1, 26 AUG 2010 to 23 SEP 2010

DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 34C	*587/24 200 (200-½)			
S-LOC 34C	760/24 373 (400-½)			760/40 373 (400-¾)
SIDESTEP 34R	760/50 388 (400-1)		760/60 388 (400-1¼)	760-1¾ 388 (400-1¾)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BEJ	APP CRS	Rwy Idg	8500
110.75	343°	TDZE	379
Chan 44 (Y)		Apt Elev	433

ILS or LOC RWY 34L

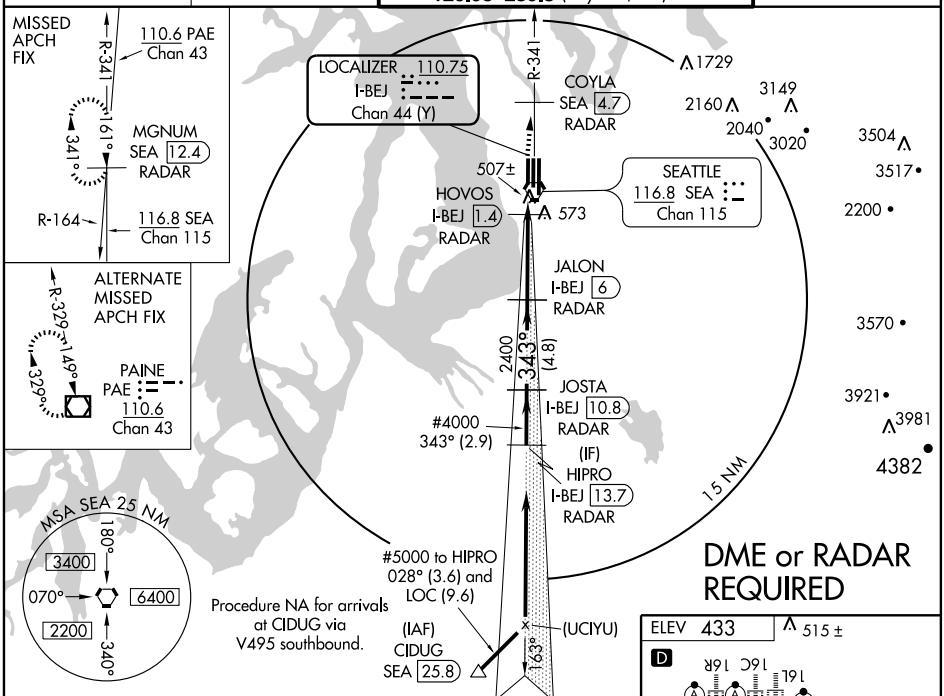
SEATTLE-TACOMA INTL (SEA)

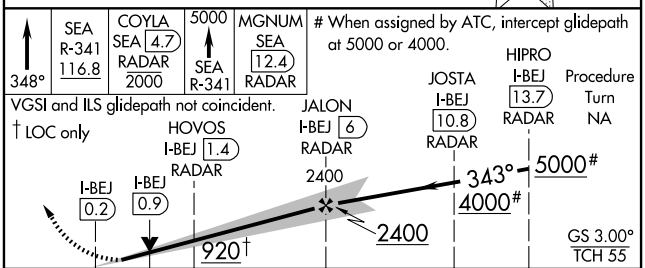
DME or RADAR required.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

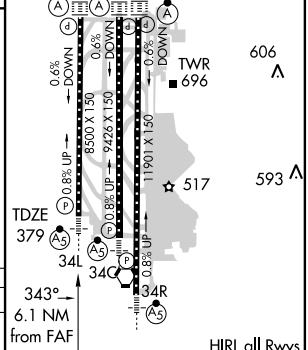
MALSR

MISSED APPROACH: Climb heading 348° and SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-341 to MGNUM/SEA 12.4 DME/ RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7







CATEGORY	A	B	C	D
S-ILS 34L	*579/24 200 (200-½)			
S-LOC 34L	760/24 381 (400-½)			760/40 381 (400-¾)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SEA	APP CRS	Rwy 34R Idg	11901	Rwy 34C Idg	9426
110.3	343°	TDZE	372	TDZE	387
Chan 40		Apt Elev	433	Apt Elev	433

ILS or LOC RWY 34R

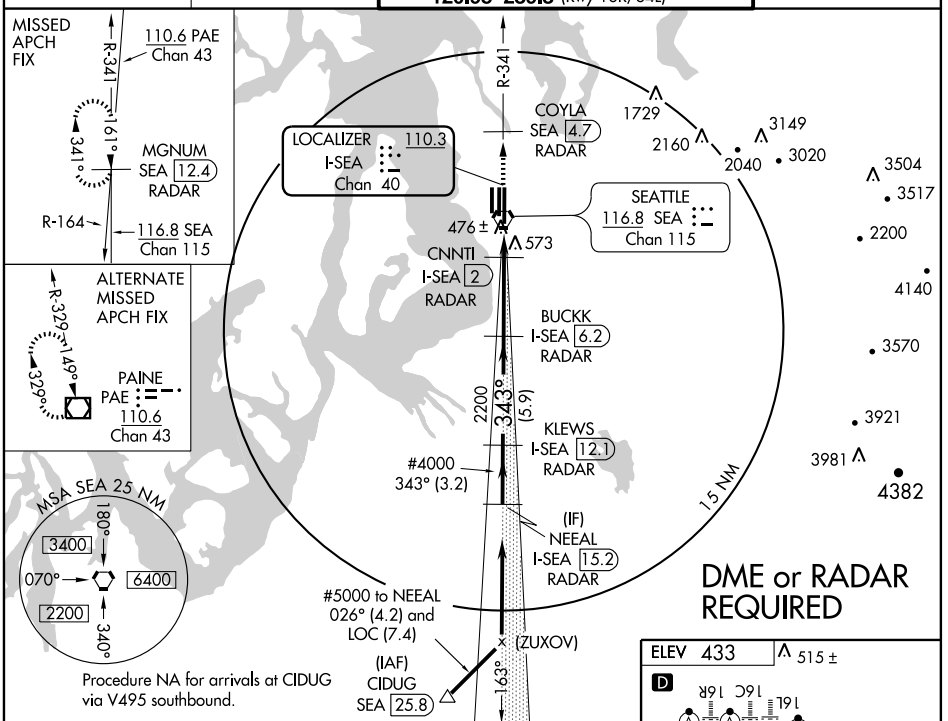
SEATTLE-TACOMA INTL (SEA)

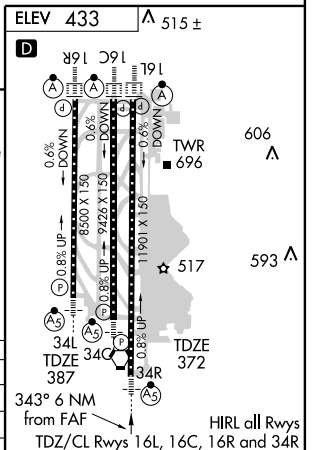
Inoperative table does not apply to SIDESTEP 34C, Cats. A and B. DME or RADAR required.

MALSR Rwy 34R/C

MISSED APPROACH: Climb heading 341° and SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-341 to MGNUM/SEA 12.4 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7



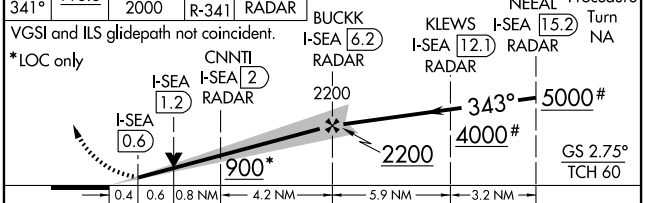


341°	SEA R-341 116.8	COYLA SEA 4.7 RADAR 2000	5000	SEA R-341	MGNUM SEA 12.4 RADAR

Use I-SEA DME when on the localizer course.
When assigned by ATC, intercept glidepath at 4000 or 5000.

VGSI and ILS glidepath not coincident.

*LOC only



CATEGORY	A	B	C	D
S-ILS 34R	572/18 200 (200-½)			
S-LOC 34R	720/24 348 (300-½)			
SIDESTEP 34C	760/50 373 (400-1)			760-1½ 373 (400-1½)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SZI	APP CRS	Rwy Idg	9426
111.7	163°	TDZE	430
Chan 54		Apt Elev	433

ILS RWY 16C (CAT II)

SEATTLE-TACOMA INTL (SEA)

DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7

IAF PAINE 110.6 PAE Chan 43

*6000 167° (10.9)

(IF) WEMAT I-SZI 18.2 PAE 10.9 RADAR

R-167 343° 163° (2.9)

*5000 ERYKA I-SZI 15.3 RADAR

*4000 (2.9) MGNUM I-SZI 12.4 RADAR

*3200 (2.4) ANVIL I-SZI 10 RADAR

1900 163° (3.9) SODOE I-SZI 6.1 RADAR

TEBNE SEA 2.4 RADAR R-161

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

MSA SEA 25 NM: 180° 3400 070° 6400 2200 340°

10 NM

DME or RADAR REQUIRED

ALTERNATE MISSED APCH FIX: 074° 254° R-074 MC CHORD TCM 109.6 Chan 33

MISSED APCH FIX: MILLT INT SEA 11 RADAR 116.8 SEA Chan 115 161° 341° R-161 R-025 109.6 TCM Chan 33

LOCALIZER 111.7 I-SZI Chan 54

SEATTLE 116.8 SEA Chan 115

Boeing Field/ King County Intl

529± IM

1729 2160 3149 2040 3020

ELEV 433 D

TDZE 430 515 ±

16L 16C 16R

TWR 696 606 517 593

0.6% DOWN 0.6% DOWN 0.6% DOWN

0.8% UP 0.8% UP 0.8% UP

8500 X 150 9426 X 150 11901 X 150

34L 34C 34R

HIRL all Rwys

TDZ/CL Rwys 16L, 16C, 16R and 34R

* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

160° SEA R-161 116.8

TEBNE SEA 2.4 RADAR 2000

5000 SEA R-161

MILLT INT SEA 11 RADAR

Procedure Turn NA

WEMAT I-SZI 18.2 RADAR

ERYKA I-SZI 15.3 RADAR

MGNUM I-SZI 12.4 RADAR

ANVIL I-SZI 10 RADAR

SODOE I-SZI 6.1 RADAR

VGSI and ILS glidepath not coincident.

*6000 163° *5000 *4000 *3200 1900 1900

DH RA 126 IM 430 MSL

GS 3.00° TCH 57

2.9 NM 2.9 NM 2.4 NM 3.9 NM 4.3 NM 836' 1120'

CATEGORY	A	B	C	D
S-ILS 16C	RA 126/12 100 DA 530			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SZI	APP CRS	Rwy Idg	9426
111.7	163°	TDZE	430
Chan 54		Apt Elev	433

ILS RWY 16C (CAT III)

SEATTLE-TACOMA INTL (SEA)

DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7

IAF PAINE 110.6 PAE Chan 43

*6000 167° (10.9)

343°

R-167 (IF) WEMAT I-SZI 18.2 PAE 10.9 RADAR

*5000 163° (2.9) ERYKA I-SZI 15.3 RADAR

*4000 (2.9) MGNUM I-SZI 12.4 RADAR

*3200 (2.4) ANVIL I-SZI 10 RADAR

1900 163° (3.9) SODOE I-SZI 6.1 RADAR

TEBNE SEA 2.4 RADAR R-161

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

MSA SEA 25 NM 180° 3400 070° 6400 2200 340°

10 NM

DME or RADAR REQUIRED

CATEGORY III SPECIAL AUTOLAND EVALUATION REQUIRED

ALTERNATE MISSED APCH FIX 074° 254° R-074 MC CHORD TCM 109.6 Chan 33

MISSED APCH FIX MILLT INT SEA 11 RADAR 116.8 SEA Chan 115 161° 341° R-161 R-025 109.6 TCM Chan 33

LOCALIZER 111.7 I-SZI Chan 54

529± IM

SEATTLE 116.8 SEA Chan 115

Boeing Field/ King County Intl

1729 2160 3149 2040 3020

ELEV 433 D

TDZE 430 515 ±

16L 16C 16R 34L 34C 34R

0.6% DOWN 0.8% UP

8500 X 150 9426 X 150 11901 X 150

TWR 696 606 517 593

HIRL all Rwys

TDZ/CL Rwys 16L, 16C, 16R and 34R

* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

160° SEA R-161 116.8 TEBNE SEA 2.4 RADAR 2000 5000 SEA R-161 MILLT INT SEA 11 RADAR

Procedure Turn NA WEMAT I-SZI 18.2 RADAR ERYKA I-SZI 15.3 RADAR MGNUM I-SZI 12.4 RADAR ANVIL I-SZI 10 RADAR SODOE I-SZI 6.1 RADAR IM

VGSI and ILS glidepath not coincident.

*6000 163° *5000 *4000 *3200 1900 1900 534 430 MSL

GS 3.00° TCH 57

2.9 NM 2.9 NM 2.4 NM 3.9 NM 4.3 NM 904' 1120'

CATEGORY	A	B	C	D
S-ILS 16C		CAT IIIa	RVR 07	
S-ILS 16C		CAT IIIb	RVR 03	
S-ILS 16C		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SNQ	APP CRS	Rwy Idg 11901
110.3	163°	TDZE 433
Chan 40		Apt Elev 433

ILS RWY 16L (CAT II)

SEATTLE-TACOMA INTL (SEA)

DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb heading 165° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7

IAF PAINE 110.6 PAE Chan 43

*6000 166° (10.9)

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

DME or RADAR REQUIRED

R-166 (IF) COROK I-SNQ 18.3 PAE 10.9 RADAR

343° 163° (2.9)

*5000 KENMO I-SNQ 15.4 RADAR

*4000 (2.9) HELZR I-SNQ 12.5 RADAR

*3200 (2.4) KARFO I-SNQ 10.1 RADAR

1900 163° (3.9)

10 NM

MSA SEA 25 NM
180°
3400
070° 6400
2200
340°

ALTERNATE MISSED APCH FIX
074° 254° R-074
MC CHORD TCM 109.6 Chan 33

MISSED APCH FIX
MILLT INT SEA 11 RADAR
Chan 115 116.8 SEA
161° 341° R-025 R-161
109.6 TCM Chan 33

DGLAS I-SNQ 6.2 RADAR

Boeing Field/King County Intl

1729

SEATTLE 116.8 SEA Chan 115

IM 514±

LOCALIZER 110.3 I-SNQ Chan 40

2160 3149 2040 3020

TEBNE SEA 2.4 RADAR 573

R-161

ELEV 433 D

515±

TDZE 433

TWR 696

606

517 593

16R 16C 16L

0.6% DOWN 0.6% DOWN 0.6% DOWN

0.8% UP 0.8% UP 0.8% UP

8500 X 150 9426 X 150 11901 X 150

34L 34C 34R

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

COROK I-SNQ 18.3 RADAR
KENMO I-SNQ 15.4 RADAR
HELZR I-SNQ 12.5 RADAR
KARFO I-SNQ 10.1 RADAR
DGLAS I-SNQ 6.2 RADAR

165° SEA R-161 116.8
TEBNE SEA 2.4 RADAR 2000
5000 SEA R-161
MILLT INT SEA 11 RADAR

VGSI and ILS glidepath not coincident.

*6000 163° *5000 *4000 *3200 1900

DH RA 125 IM 433 MSL

GS 3.00° TCH 54 Procedure Turn NA

2.9 NM 2.9 NM 2.4 NM 3.9 NM 4.3 NM 895' 1089'

CATEGORY	A	B	C	D
S-ILS 16L	NA	RA 125/12 100 DA 533		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SNQ	APP CRS	Rwy Idg 11901
110.3	163°	TDZE 433
Chan 40		Apt Elev 433

ILS RWY 16L (CAT III)

SEATTLE-TACOMA INTL (SEA)

DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb heading 165° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7

IAF
PAINE
110.6 PAE
Chan 43

*6000
166° (10.9)

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

DME or RADAR REQUIRED

CATEGORY III SPECIAL AUTOLAND EVALUATION REQUIRED

R-166 (IF)
343°
COROK
I-SNQ 18.3
PAE 10.9
RADAR

*5000
163°
(2.9)
KENMO
I-SNQ 15.4
RADAR

*4000
(2.9)
HELZR
I-SNQ 12.5
RADAR

*3200
(2.4)
KARFO
I-SNQ 10.1
RADAR

1900
163°
(3.9)

10 NM

MSA SEA 25 NM
180°
3400
070°
6400
2200
340°

ALTERNATE MISSED APCH FIX
074°
254°
R-074
MC CHORD
TCM
109.6
Chan 33

MISSED APCH FIX
MILLT INT
SEA 11
RADAR
Chan 115
116.8 SEA
161°
341°
R-025
R-161
109.6 TCM
Chan 33

DGLAS
I-SNQ 6.2
RADAR

Boeing Field/
King County Intl

1729

SEATTLE
116.8 SEA
Chan 115

IM
514±

LOCALIZER 110.3
I-SNQ
Chan 40

2160
3149
2040
3020

TEBNE
SEA 2.4
RADAR
573
R-161

ELEV 433
D
515±

TDZE
433
TWR
696
606
517
593

16R
16C
16L

0.6% DOWN
8,500 X 150
9,426 X 150
11,901 X 150
0.8% UP

34L
34C
34R

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

COROK	KENMO	HELZR	KARFO	165°	SEA R-161 116.8	TEBNE SEA 2.4 RADAR 2000	5000 SEA R-161	MILLT INT SEA 11 RADAR
I-SNQ 18.3 RADAR	I-SNQ 15.4 RADAR	I-SNQ 12.5 RADAR	I-SNQ 10.1 RADAR					

DGLAS
I-SNQ 6.2
RADAR

VGSI and ILS glidepath not coincident.

*6000 163° *5000 *4000 *3200 1900

IM
1900
529

433
MSL

GS 3.00°
TCH 54

Procedure Turn NA

2.9 NM | 2.9 NM | 2.4 NM | 3.9 NM | 4.3 NM | 810′ | 1089′

CATEGORY	A	B	C	D
S-ILS 16L	NA	CAT IIIa	RVR 07	
S-ILS 16L	NA	CAT IIIb	RVR 03	
S-ILS 16L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ILS RWY 16R (CAT II)

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-CJL	APP CRS	Rwy Idg	8500
110.75	163°	TDZE	415
Chan 44 (Y)		Apt Elev	433

DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb heading 158° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7

IAF PAINE 110.6 PAE Chan 43

*6000 168° (10.9)

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

(IF) WATEL I-CJL 18.2 PAE 10.9 RADAR

343° R-168

163° (2.9)

*5000

AGANE I-CJL 15.3 RADAR

*4000 (2.9)

CELAK I-CJL 12.3 RADAR

*3200 (2.4)

BUGNE I-CJL 10 RADAR

1900 163° (3.9)

FINKA I-CJL 6 RADAR

DME or RADAR REQUIRED

MSA SEA 25 NM: 180° 3400 / 070° 6400 / 2200 / 340°

10 NM

ALTERNATE MISSED APCH FIX

074° 254° R-074

MC CHORD TCM 109.6 Chan 33

MISSED APCH FIX

MILLT INT SEA 11 RADAR

116.8 SEA Chan 115

161° 341° R-161

109.6 TCM Chan 33 R-025

LOCALIZER 110.75 I-CJL Chan 44 (Y)

541±

IM

Boeing Field/ King County Intl

1729

2160 3149 2040 3020

SEATTLE 116.8 SEA Chan 115

TEBNE SEA 2.4 RADAR

573 R-161

ELEV 433 D

TDZE 415

515±

16L 16C 16R

TWR 696

606

517

593

34L 34C 34R

HIRL all Rwys

TDZ/CL Rwys 16L, 16C, 16R and 34R

* When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

158° | SEA R-161 116.8 | TEBNE SEA 2.4 RADAR 2000 | 5000 SEA R-161 | MILLT INT SEA 11 RADAR

Procedure Turn NA

WATEL I-CJL 18.2 RADAR

AGANE I-CJL 15.3 RADAR

CELAK I-CJL 12.3 RADAR

BUGNE I-CJL 10 RADAR

FINKA I-CJL 6 RADAR

VGSI and ILS glidepath not coincident.

*6000 163° *5000 *4000 *3200 1900

DH RA 139 IM 415 MSL

GS 3.00° TCH 55

2.9 NM | 2.9 NM | 2.4 NM | 3.9 NM | 4.3 NM | 861' | 1148'

CATEGORY	A	B	C	D
S-ILS 16R	RA 139/12 100 DA 515			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-CJL	APP CRS	Rwy Idg	8500
110.75	163°	TDZE	415
Chan 44 (Y)		Apt Elev	433

ILS RWY 16R (CAT III)

SEATTLE-TACOMA INTL (SEA)

DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb heading 158° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7

DME or RADAR REQUIRED

CATEGORY III SPECIAL AUTOLAND EVALUATION REQUIRED

IAF PAINE 110.6 PAE Chan 43

(IF) WATEL I-CJL 18.2 PAE 10.9 RADAR

AGANE I-CJL 15.3 RADAR

CELAK I-CJL 12.3 RADAR

BUGNE I-CJL 10 RADAR

FINKA I-CJL 6 RADAR

TEBNE SEA 2.4 RADAR

MILLT INT SEA 11 RADAR

*6000 168° (10.9)

R-168

343°

163° (2.9)

*5000

*4000 (2.9)

*3200 (2.4)

1900 (3.9)

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

MSA SEA 25 NM

180°

3400

070°

6400

2200

340°

10 NM

ALTERNATE MISSED APCH FIX

074°

254°

R-074

MC CHORD TCM 109.6 Chan 33

MISSED APCH FIX

MILLT INT SEA 11 RADAR

116.8 SEA Chan 115

109.6 TCM Chan 33

R-025

341°

161°

R-161

LOCALIZER 110.75 I-CJL Chan 44 (Y)

541±

IM

Boeing Field/ King County Intl

1729

2160

3149

2040

3020

SEATTLE 116.8 SEA Chan 115

573

R-161

ELEV 433 D

TDZE 415

515 ±

16L 16C 16R

TWR 696

606

517

593

34L 34C 34R

HIRL all Rwys

TDZ/CL Rwys 16L, 16C, 16R and 34R

*When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000.

158°

SEA R-161 116.8

TEBNE SEA 2.4 RADAR 2000

5000

SEA R-161

MILLT INT SEA 11 RADAR

Procedure Turn NA

WATEL I-CJL 18.2 RADAR

AGANE I-CJL 15.3 RADAR

CELAK I-CJL 12.3 RADAR

BUGNE I-CJL 10 RADAR

FINKA I-CJL 6 RADAR

IM

VGSI and ILS glidepath not coincident.

*6000 163° *5000 *4000 *3200 1900 1900 515 415 MSL

GS 3.00° TCH 55

2.9 NM 2.9 NM 2.4 NM 3.9 NM 4.3 NM 852′ 1148′

CATEGORY	A	B	C	D
S-ILS 16R	CAT IIIa	RVR 07		
S-ILS 16R	CAT IIIb	RVR 03		
S-ILS 16R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-TUC	APP CRS	Rwy Idg	9426
111.7	343°	TDZE	387
Chan 54		Apt Elev	433

ILS RWY 34C (CAT II)

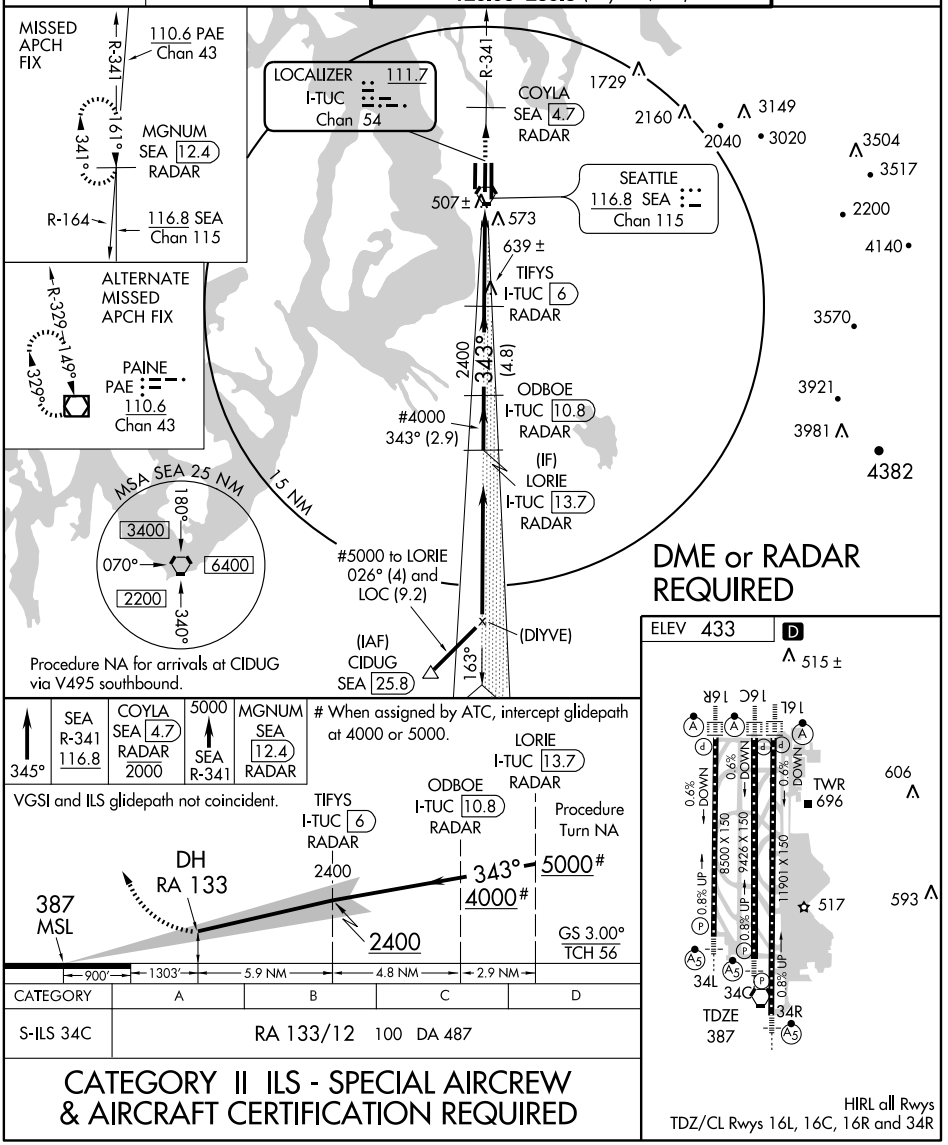
SEATTLE-TACOMA INTL (SEA)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this Rwy. DME or RADAR required.

MALSR

MISSED APPROACH: Climb heading 345° and SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-341 to MGNUM/SEA 12.4 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7



HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

345°	SEA R-341 116.8	COYLA SEA 4.7 RADAR 2000	5000 SEA R-341	MGNUM SEA 12.4 RADAR

When assigned by ATC, intercept glidepath at 4000 or 5000.

VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 34C	RA 133/12 100 DA 487			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ILS RWY 34L (CAT II)

SEATTLE-TACOMA INTL (SEA)

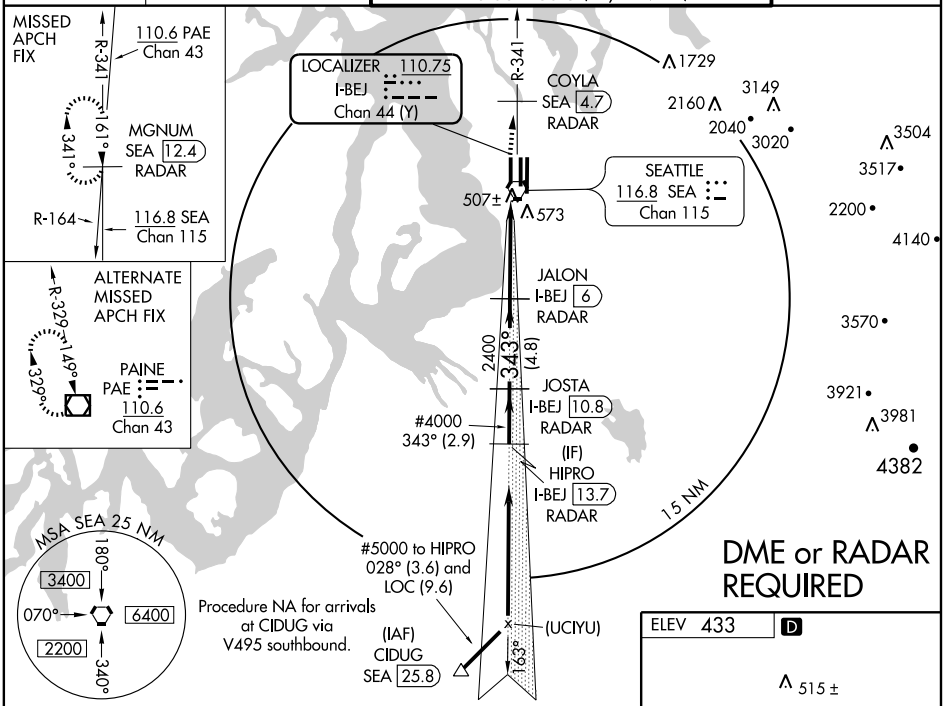
LOC/DME I-BEJ	APP CRS	Rwy Idg	8500
110.75	343°	TDZE	379
Chan 44 (Y)		Apt Elev	433

DME or RADAR required.
Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval or LOA for this Rwy.

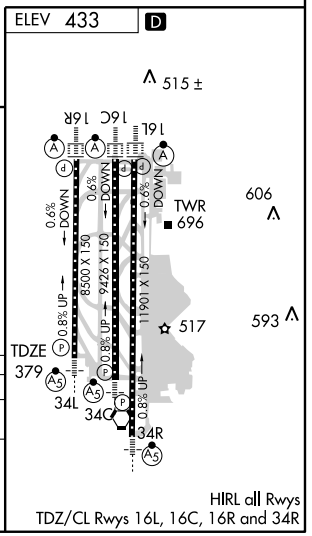
MALSR

MISSED APPROACH: Climb heading 348° and SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-341 to MGNUM/SEA 12.4 DME/ RADAR and hold, continue climb-in-hold to 5000.

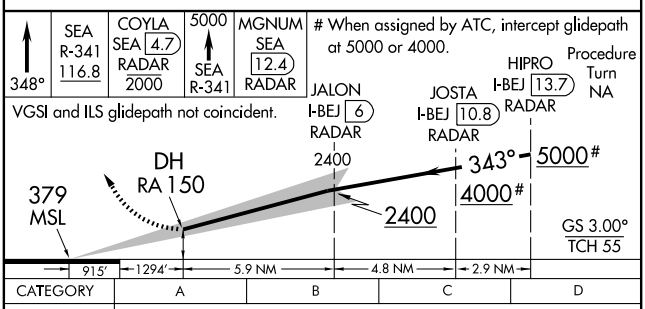
ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7



DME or RADAR REQUIRED



HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R



CATEGORY	A	B	C	D
S-ILS 34L	RA 150/12 100 DA 479			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ILS RWY 34R (CAT II)

SEATTLE-TACOMA INTL (SEA)

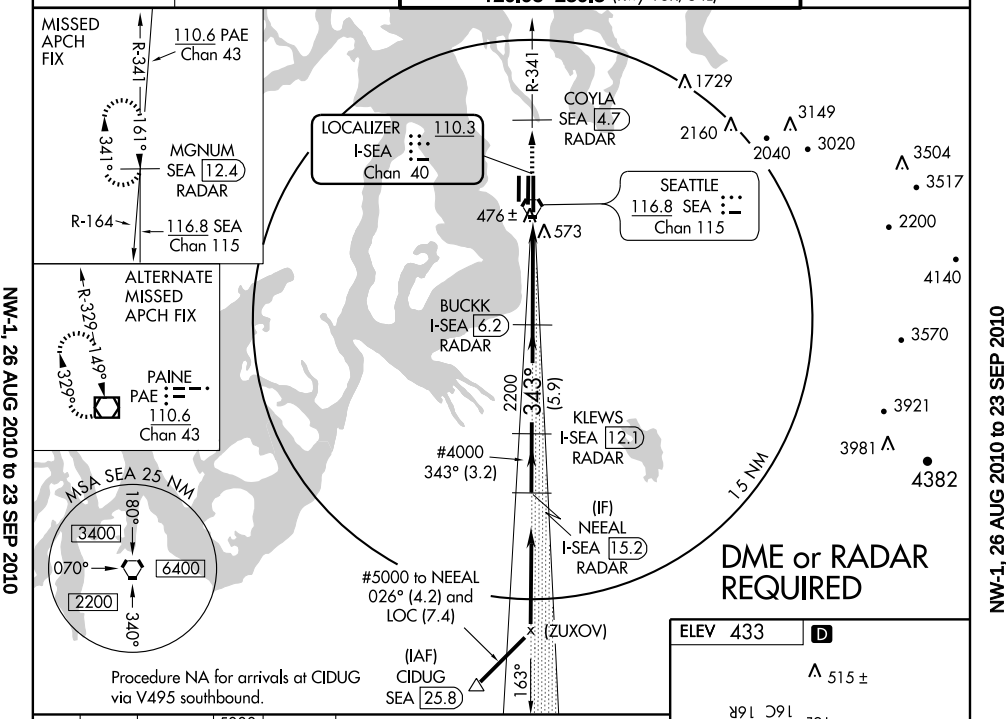
LOC/DME I-SEA	APP CRS	Rwy Idg	11901
110.3	343°	TDZE	372
Chan 40		Apt Elev	433

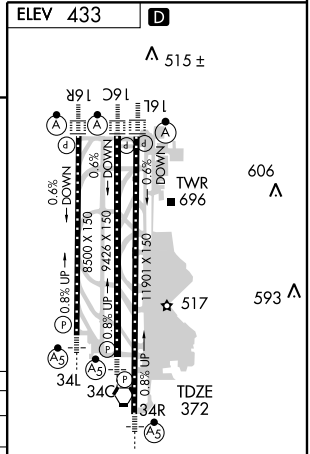
Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this Rwy. DME or RADAR required.

MALSR

MISSED APPROACH: Climb heading 341° and SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-341 to MGNUM/SEA 12.4 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7



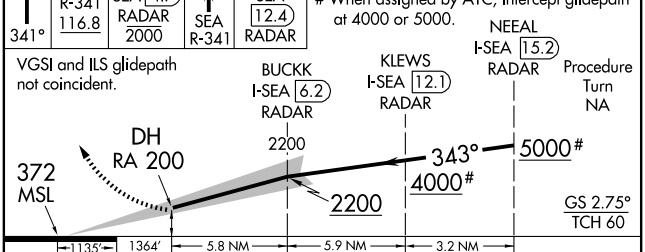


HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

341°	SEA R-341 116.8	COYLA SEA 4.7 RADAR 2000	5000	SEA R-341	MGNUM SEA 12.4 RADAR

Use I-SEA DME when on the localizer course. # When assigned by ATC, intercept glidepath at 4000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 34R	RA 200/12 100 DA 472			

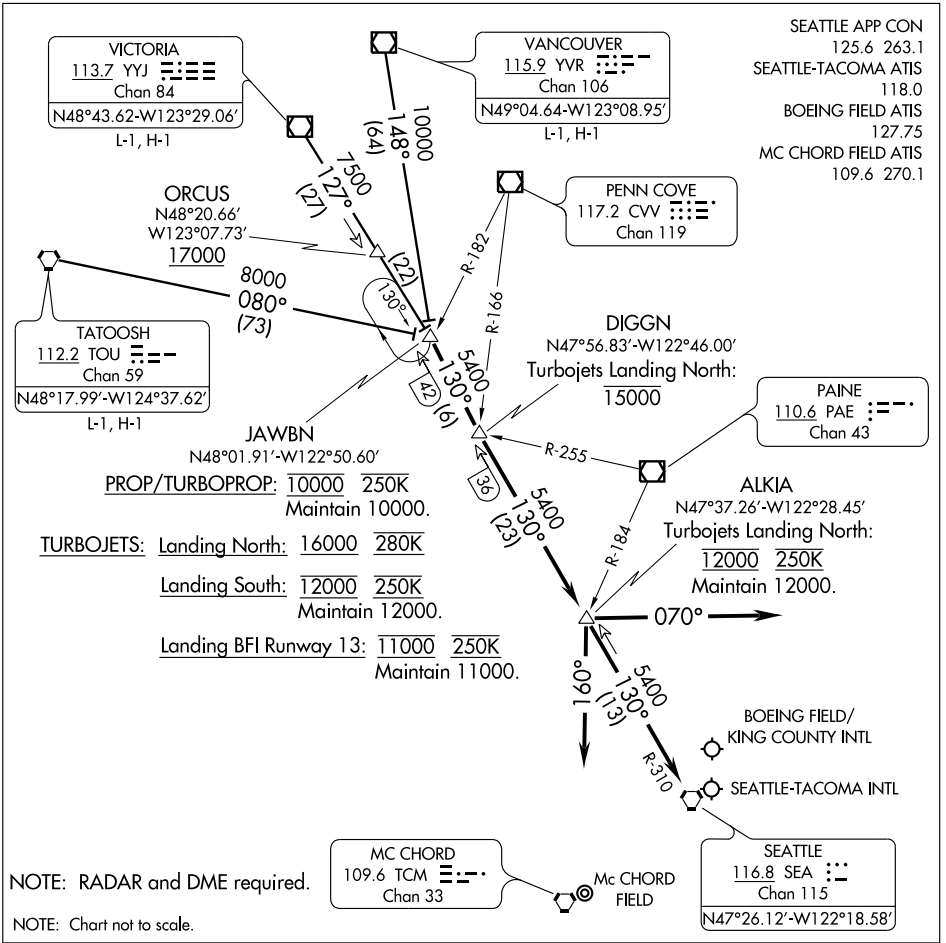
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

JAWBN ONE ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON



TATOOSH TRANSITION (TOU.JAWBN1): From over TOU VORTAC via TOU R-080 to JAWBN INT. Thence....

VANCOUVER TRANSITION (YVR.JAWBN1): From over YVR VORTAC via YVR R-148 to JAWBN INT. Thence....

VICTORIA TRANSITION (YYJ.JAWBN1): From over YYJ VOR/DME via YYJ R-127 to JAWBN INT. Thence....

....From over JAWBN INT/SEA 42 DME via SEA R-310 to DIGGN/SEA 36 DME then via SEA R-310 to ALKIA INT/SEA 13 DME, thence....

LANDING NORTH: Depart ALKIA INT heading 160° for vectors to final approach course.

LANDING SOUTH: Depart ALKIA INT heading 070° for vectors to final approach course.

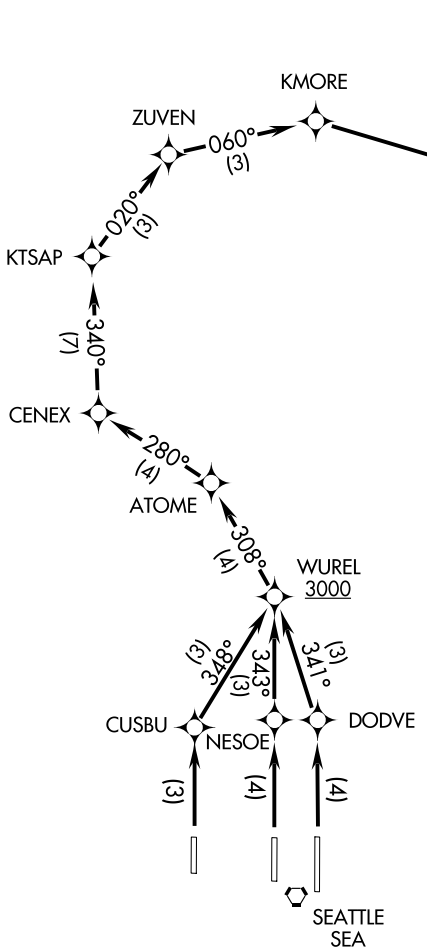
LANDING McCHORD FIELD: After ALKIA INT proceed direct SEA VORTAC.

LOST COMMUNICATIONS: After ALKIA INT proceed direct SEA VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

KMORE TWO DEPARTURE (RNAV)



NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1

NOTE: "Noise Abatement Procedure" available 2200 to 0600 local.

NOTE: For non-GPS equipped aircraft PAE, SEA, MWH and OLM DMEs must be operational.

TAKE-OFF MINIMUMS
Rwy 16L/C/R: NA - ATC.
Rwy 34L/C/R: Standard with ATC climb of 470' per NM to 3000.

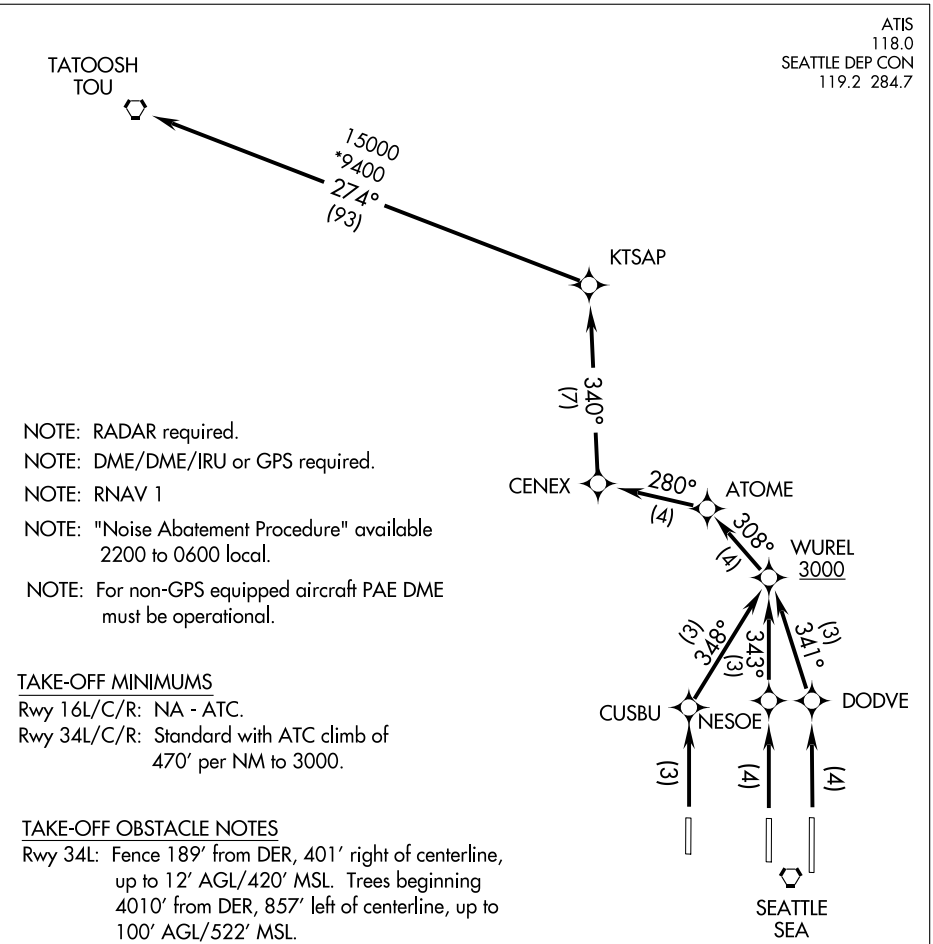
TAKE-OFF OBSTACLE NOTES
Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to BLUIT, thence. . . .
TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL at or above 3000, then via depicted route to BLUIT, thence. . . .
TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to BLUIT, thence. . . .

. . . .via assigned route. Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

KTSAP THREE DEPARTURE (RNAV)



NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1

NOTE: "Noise Abatement Procedure" available 2200 to 0600 local.

NOTE: For non-GPS equipped aircraft PAE DME must be operational.

TAKE-OFF MINIMUMS

Rwy 16L/C/R: NA - ATC.

Rwy 34L/C/R: Standard with ATC climb of 470′ per NM to 3000.

TAKE-OFF OBSTACLE NOTES

Rwy 34L: Fence 189′ from DER, 401′ right of centerline, up to 12′ AGL/420′ MSL. Trees beginning 4010′ from DER, 857′ left of centerline, up to 100′ AGL/522′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to TOU VORTAC, thence. . . .

TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL at or above 3000, then via depicted route to TOU VORTAC, thence. . . .

TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to TOU VORTAC, thence. . . .

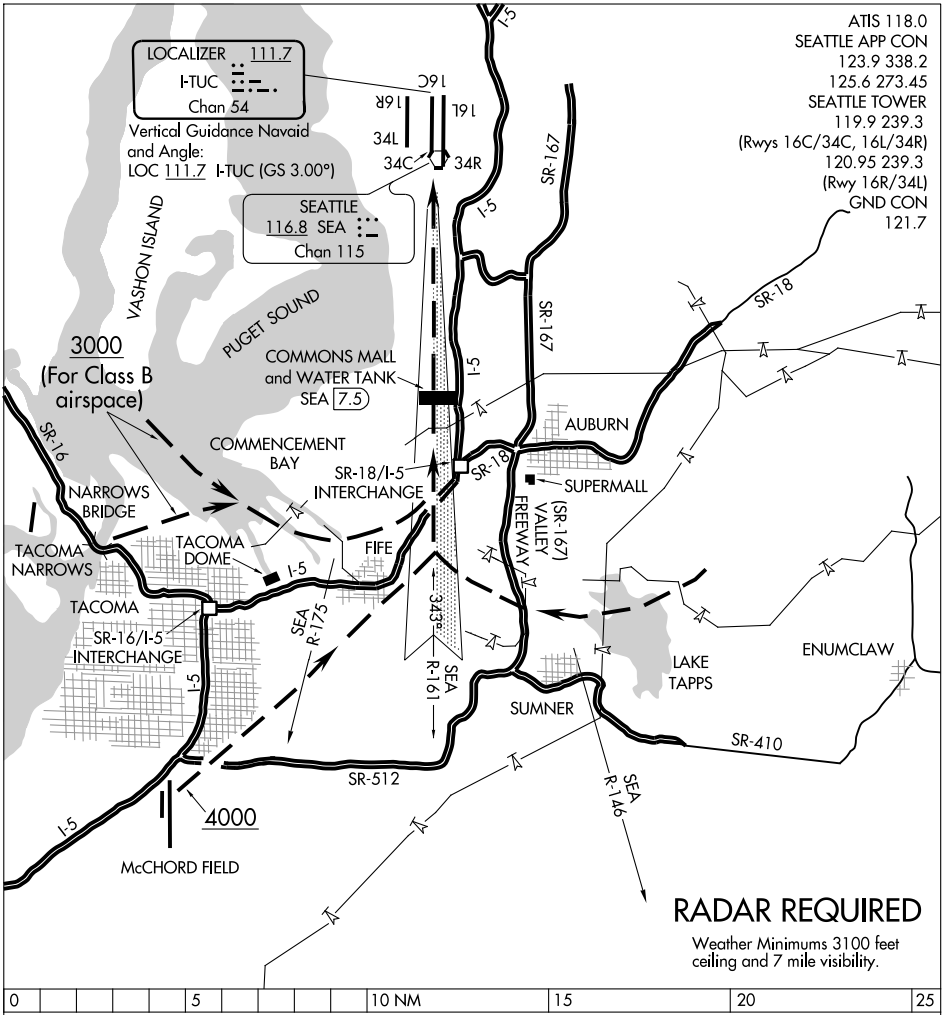
. . . .via assigned route. Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010

MALL VISUAL RWY 34C

AL-582 (FAA)

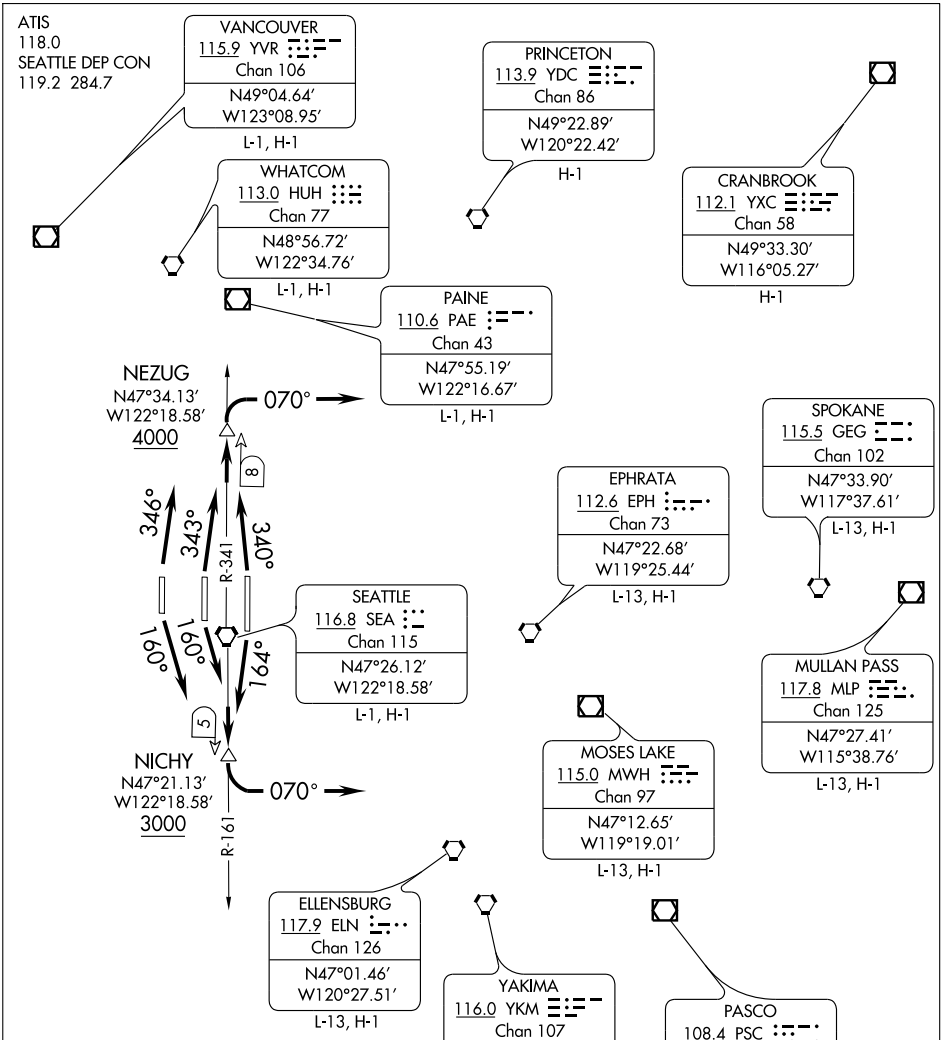
SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



MALL VISUAL APPROACH RWY 34C

When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord Field or Lake Tapps for a Mall Visual Runway 34C Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of runway 34C as assigned. Turn final before or over the interchange of State Road 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the Commons Mall and Water Tank (7.5 DME) and proceed visually to runway 34C.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010



NOTE: RADAR and DME required.

TAKE-OFF MINIMUMS

Rwys 16L/C/R, 34 L/C/R: Standard.
Rwy 16L: ATC climb of 560′ per NM to 3000.
Rwy 16C: ATC climb of 515′ per NM to 3000.
Rwy 16R: ATC climb of 500′ per NM to 3000.
Rwys 34L/C/R: ATC climb of 580′ per NM to 4000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb heading 164° and SEA R-161 to cross NICHY at or above 3000, then left turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAYS 16C/R: Climb heading 160° and SEA R-161 to cross NICHY at or above 3000, then left turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAY 34L: Climb heading 346° and SEA R-341 to cross NEZUG at or above 4000, then right turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAY 34C: Climb heading 343° and SEA R-341 to cross NEZUG at or above 4000, then right turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAY 34R: Climb heading 340° and SEA R-341 to cross NEZUG at or above 4000, then right turn heading 070° for radar vectors to assigned route, thence. . . .

. . . .Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA.

LOST COMMUNICATIONS: If no contact with ATC leaving 4000', proceed direct SEA VORTAC, then proceed on course.

TAKE-OFF OBSTACLE NOTES

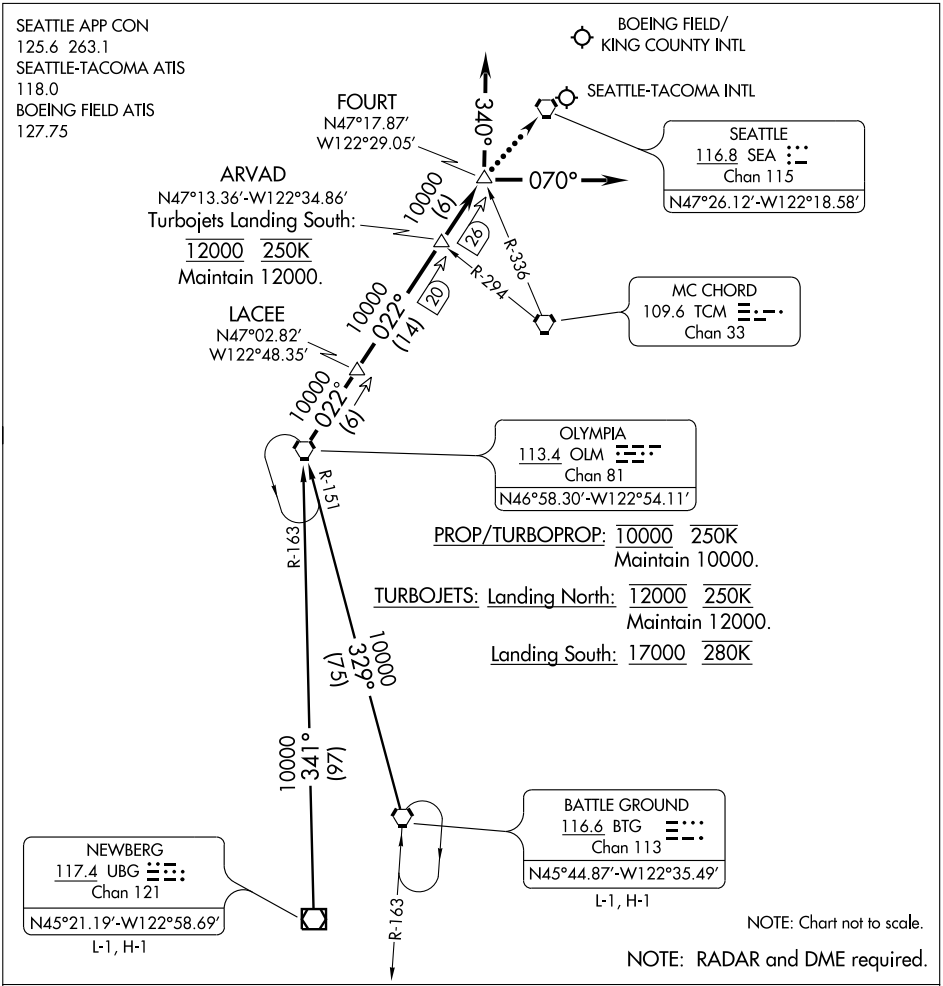
Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL.
Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL.
Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/468' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.

NW-1, 26 AUG 2010 to 23 SEP 2010

OLYMPIA SIX ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON



BATTLE GROUND TRANSITION (BTG.OLM6): From over BTG VORTAC via BTG R-329 and OLM R-151 to OLM VORTAC. Thence....

NEWBERG TRANSITION (UBG.OLM6): From over UBG VOR/DME via UBG R-341 and OLM R-163 to OLM VORTAC. Thence....

....From over OLM VORTAC via OLM R-022 to LACEE/OLM 6 DME, then via OLM R-022 to ARVAD INT/OLM 20 DME, then via OLM R-022 to FOURT INT/OLM 26 DME, thence...

LANDING NORTH: Depart FOURT INT/OLM 26 DME heading 070° for vectors to final approach course.

LANDING SOUTH: Depart FOURT INT/OLM 26 DME heading 340° for vectors to final approach course.

LOST COMMUNICATIONS: From over FOURT INT/OLM 26 DME, proceed direct SEA VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9426
CH 61010	163°	TDZE	430
W16B		Apt Elev	433

RNAV (GPS) RWY 16C

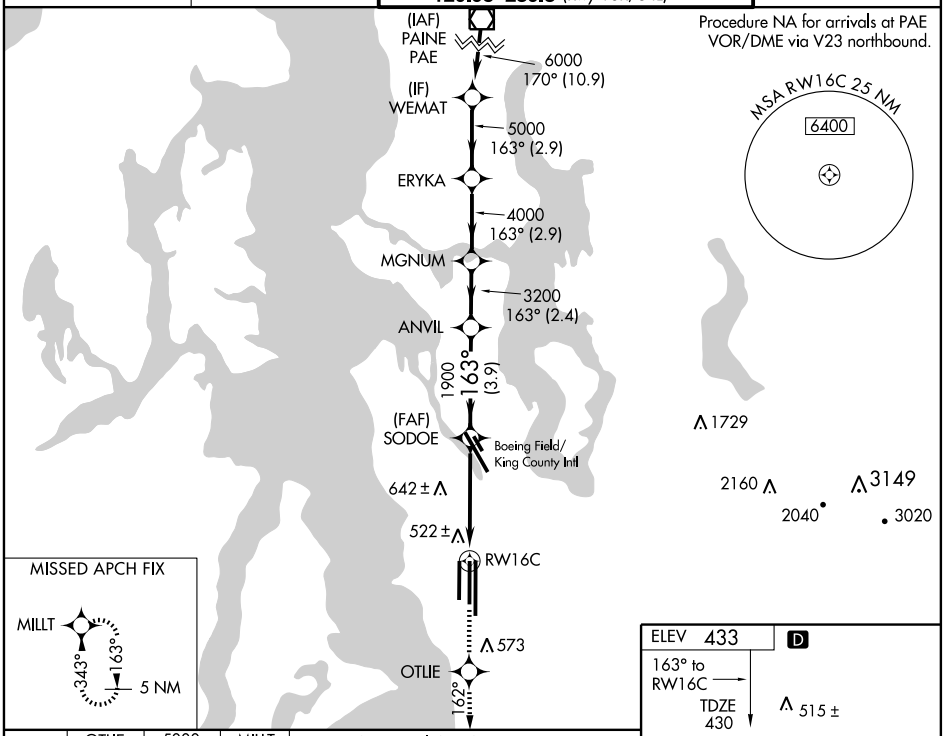
SEATTLE-TACOMA INTL (SEA)

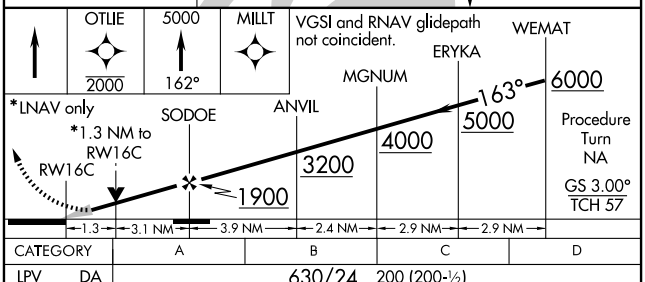
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. See additional requirements on adjacent information page.

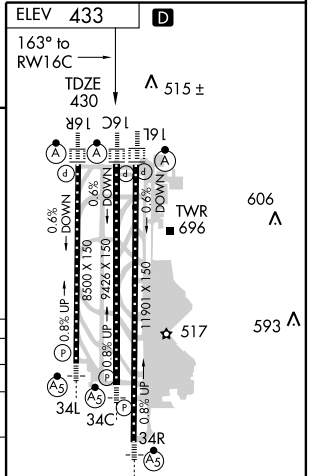
ALSF-2

MISSED APPROACH: Climb direct OTLIE to cross OTLIE at or below 2000, then climb to 5000 via track 162° to MILLT and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7







CATEGORY	A	B	C	D
LPV DA	630/24 200 (200-½)			
LNAV/VNAV DA	811/40 381 (400-¾)			
LNAV MDA	920/24 490 (500-½)		920/40 490 (500-¾)	920/50 490 (500-1)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

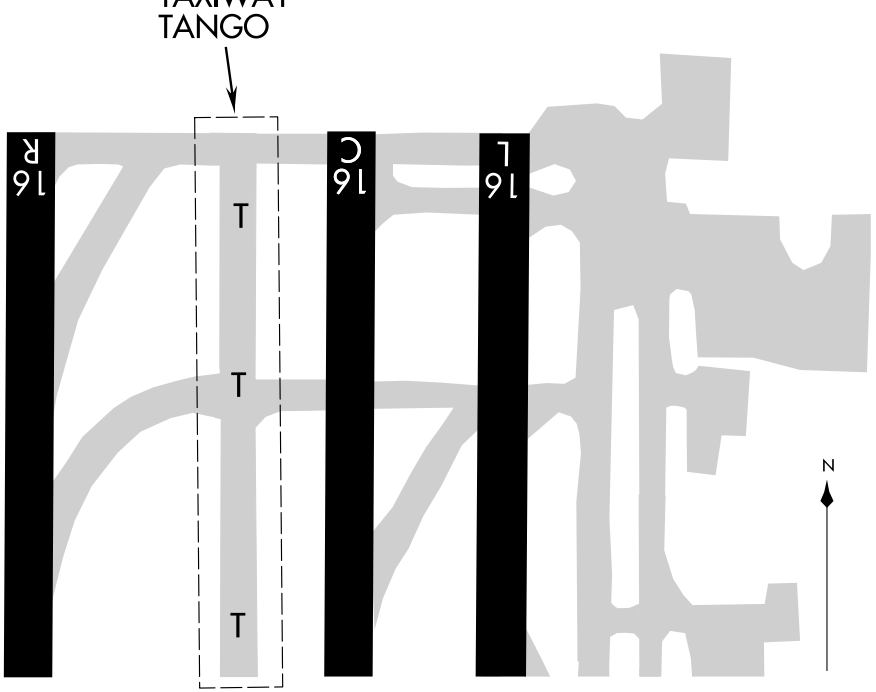
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDTION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.



NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 11901
CH 63202	163°	TDZE 433
W16A		Apt Elev 433

RNAV (GPS) RWY 16L

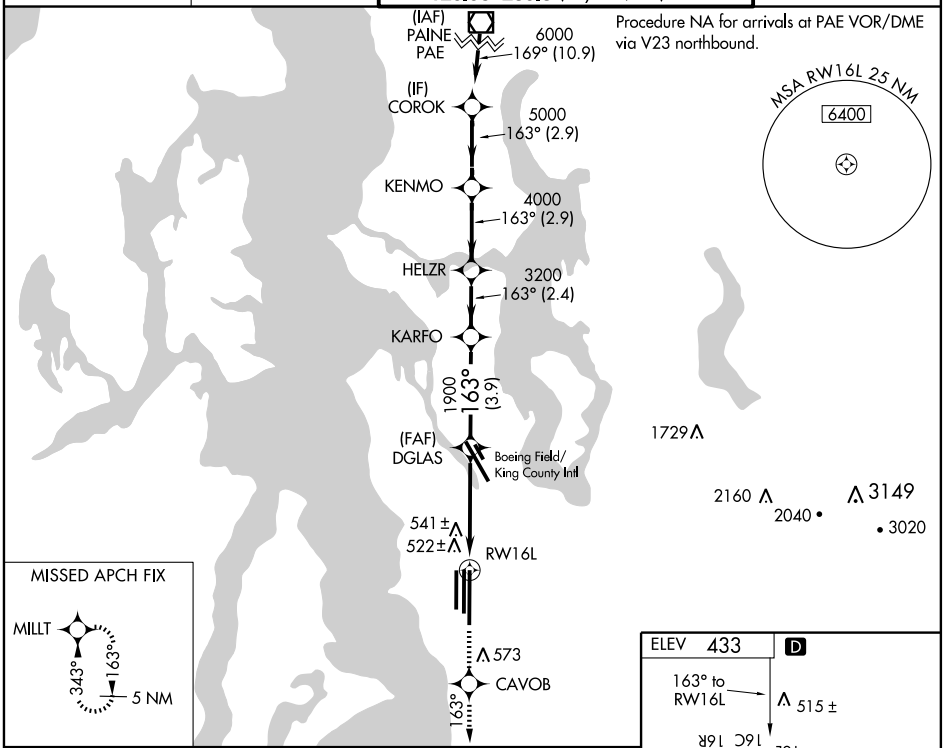
SEATTLE-TACOMA INTL (SEA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000.

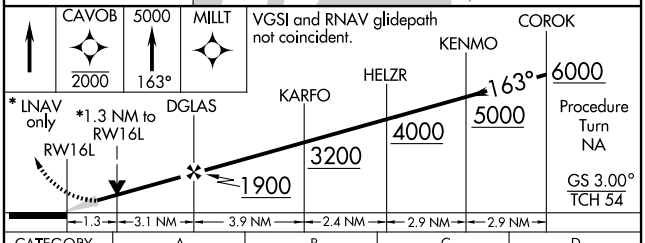
ALSF-2

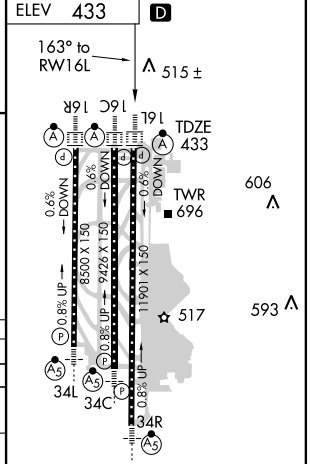
MISSED APPROACH: Climb direct CAVOB to cross CAVOB at or below 2000, then climb to 5000 via track 163° to MILLT and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7



MISSED APCH FIX





CATEGORY	A	B	C	D
LPV DA	729/24	296 (300-½)		
LNAV/VNAV DA	811/40	378 (400-¾)		
LNAV MDA	920/24	487 (500-½)	920/40 487 (500-¾)	920/50 487 (500-1)
CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (600-2)

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8500
CH 86910	163°	TDZE	415
W16D		Apt Elev	433

RNAV (GPS) RWY 16R

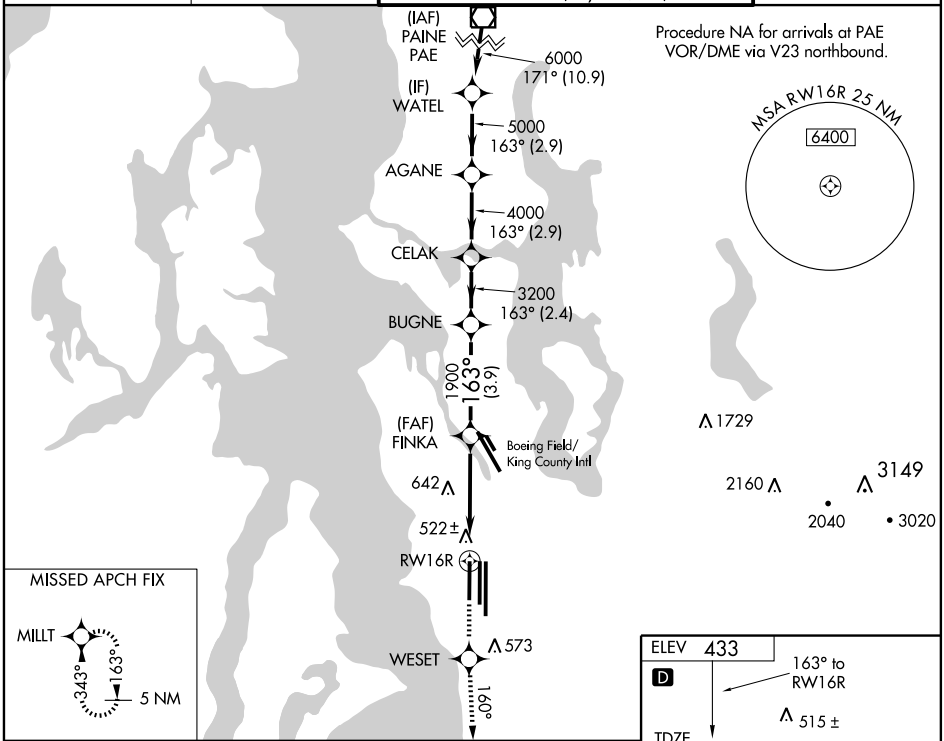
SEATTLE-TACOMA INTL (SEA)

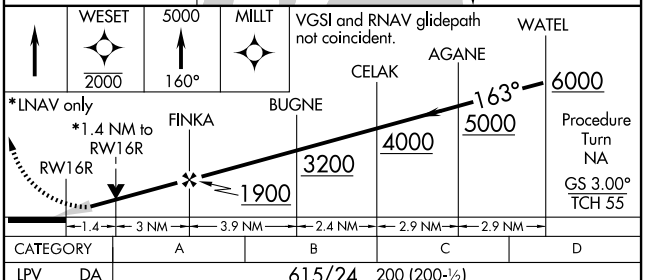
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

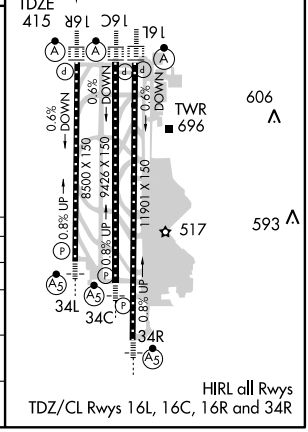
ALSF-2

MISSED APPROACH: Climb direct WESET to cross WESET at or below 2000, then climb to 5000 via track 160° to MILLT and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7







CATEGORY	A	B	C	D
LPV DA	615/24	200 (200-½)		
LNAV/VNAV DA	808/40	393 (400-¾)		
LNAV MDA	920/24 505 (500-½)		920/50 505 (500-1)	
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 77710 W34B	APP CRS 343°	Rwy Idg 9426 TDZE 387 Apt Elev 433

RNAV (GPS) RWY 34C

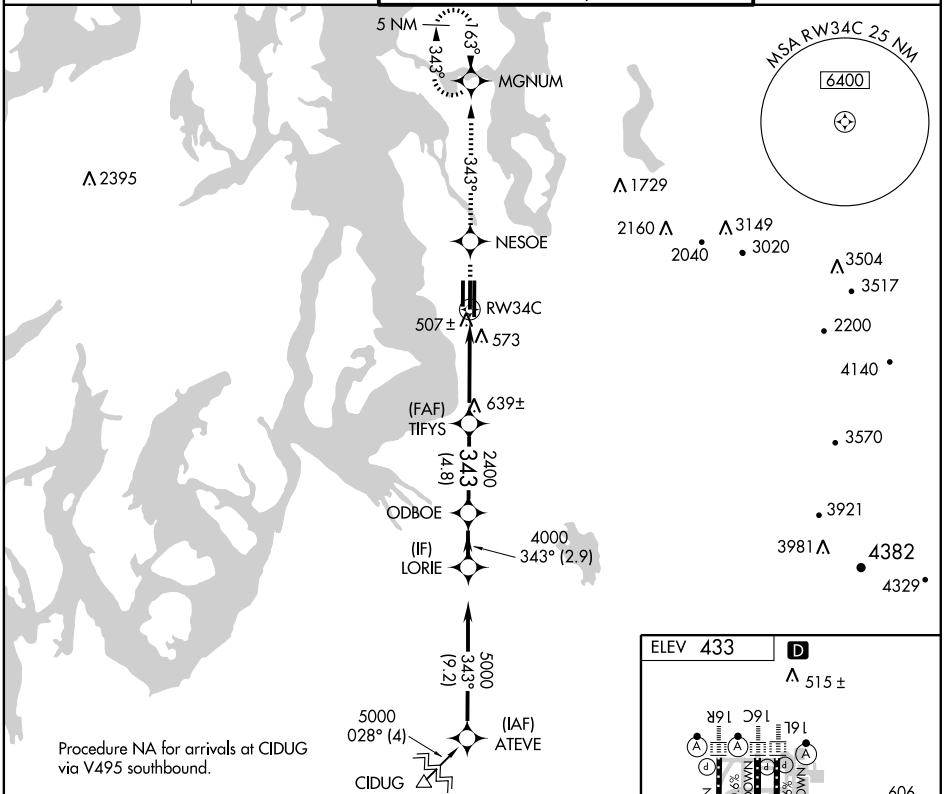
SEATTLE-TACOMA INTL (SEA)

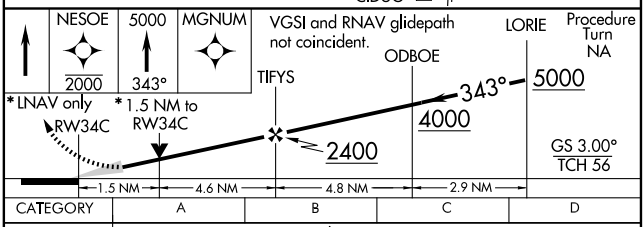
For inoperative MALSR, increase LPV all Cats. visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

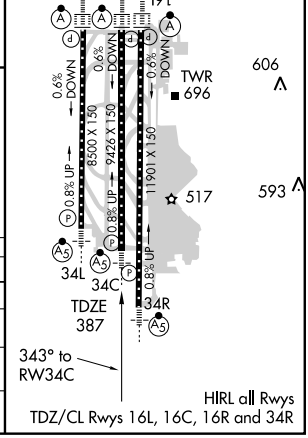
MALSR

MISSED APPROACH: Climb direct NESOE to cross NESOE at or below 2000, then climb to 5000 via track 343° to MGNUM and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7







CATEGORY	A	B	C	D
LPV DA	741/40 354 (400-¾)			
LNAV/VNAV DA	790/50 403 (400-1)			
LNAV MDA	900/24 513 (500-½)		900/50 513 (500-1)	900/60 513 (500-1¼)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 45810 W34D	APP CRS 343°	Rwy Idg 8500 TDZE 379 Apt Elev 433

RNAV (GPS) RWY 34L

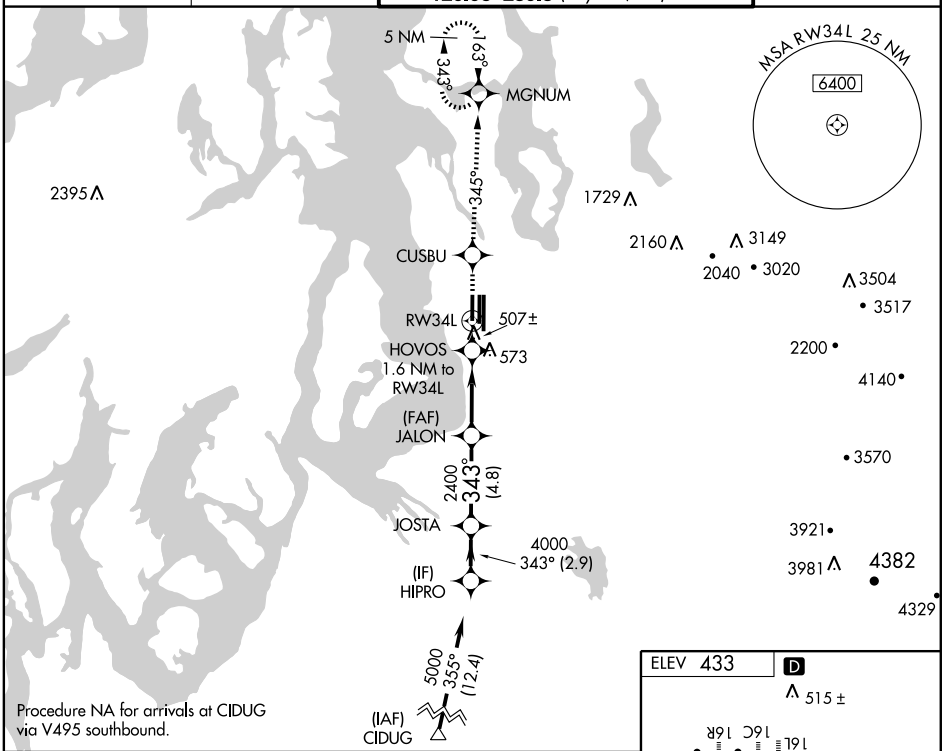
SEATTLE-TACOMA INTL (SEA)

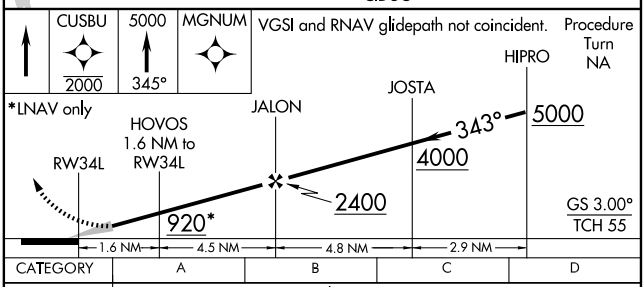
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

MALSR

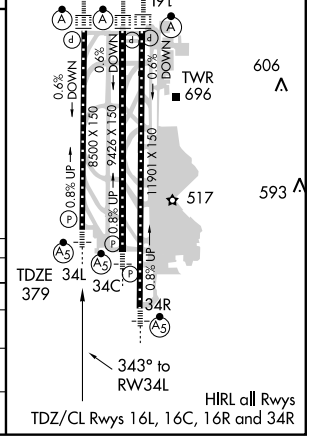
MISSED APPROACH: Climb direct CUSBU to cross CUSBU at or below 2000, then climb to 5000 via track 345° to MGNUM and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7





CATEGORY	A	B	C	D
LPV DA	579/24 200 (200-½)			
LNAV/VNAV DA	792/50 413 (400-1)			
LNAV MDA	860/24 481 (500-½)		860/40 481 (500-¾)	860/50 481 (500-1)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 42710 W34A	APP CRS 343°	Rwy Idg 11901 TDZE 372 Apt Elev 433

RNAV (GPS) RWY 34R

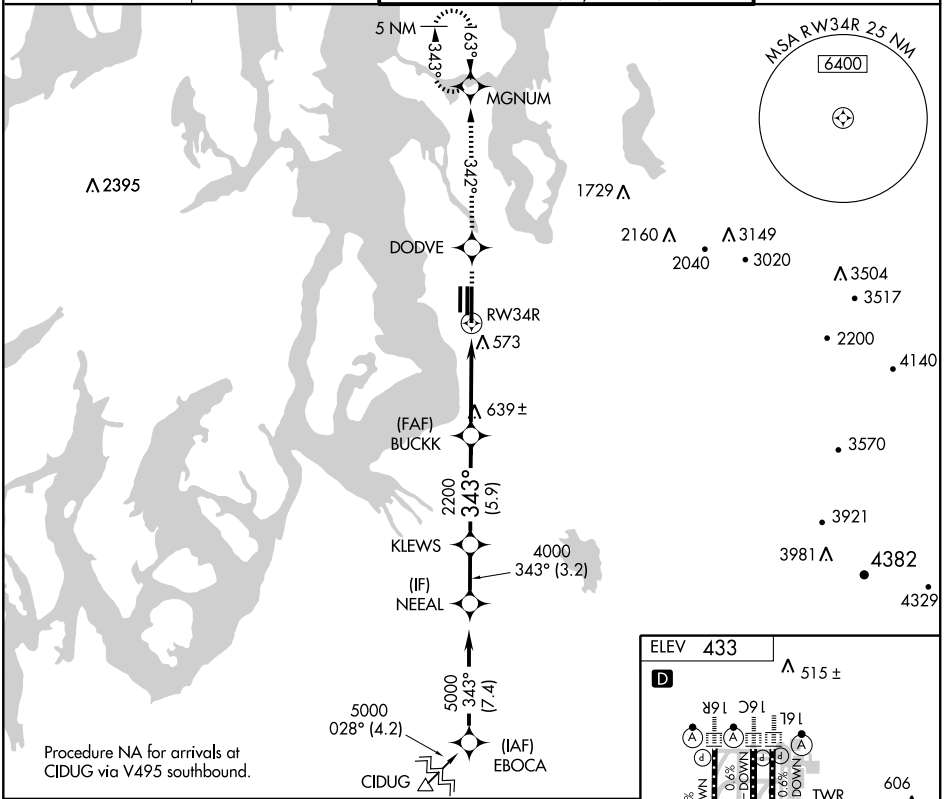
SEATTLE-TACOMA INTL (SEA)

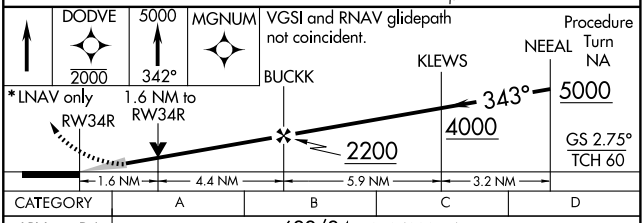
For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.

MALSR

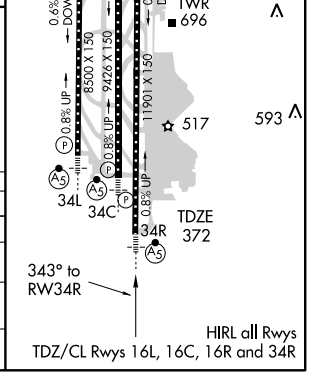
MISSED APPROACH: Climb direct DODVE to cross DODVE at or below 2000, then climb to 5000 via track 342° to MGNUM and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7





CATEGORY	A	B	C	D
LPV DA	622/24 250 (200-½)			
LNAV/VNAV DA	869-1½ 497 (500-1½)			
LNAV MDA	900/24 528 (500-½)		900/50 528 (500-1)	900/60 528 (500-1¼)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

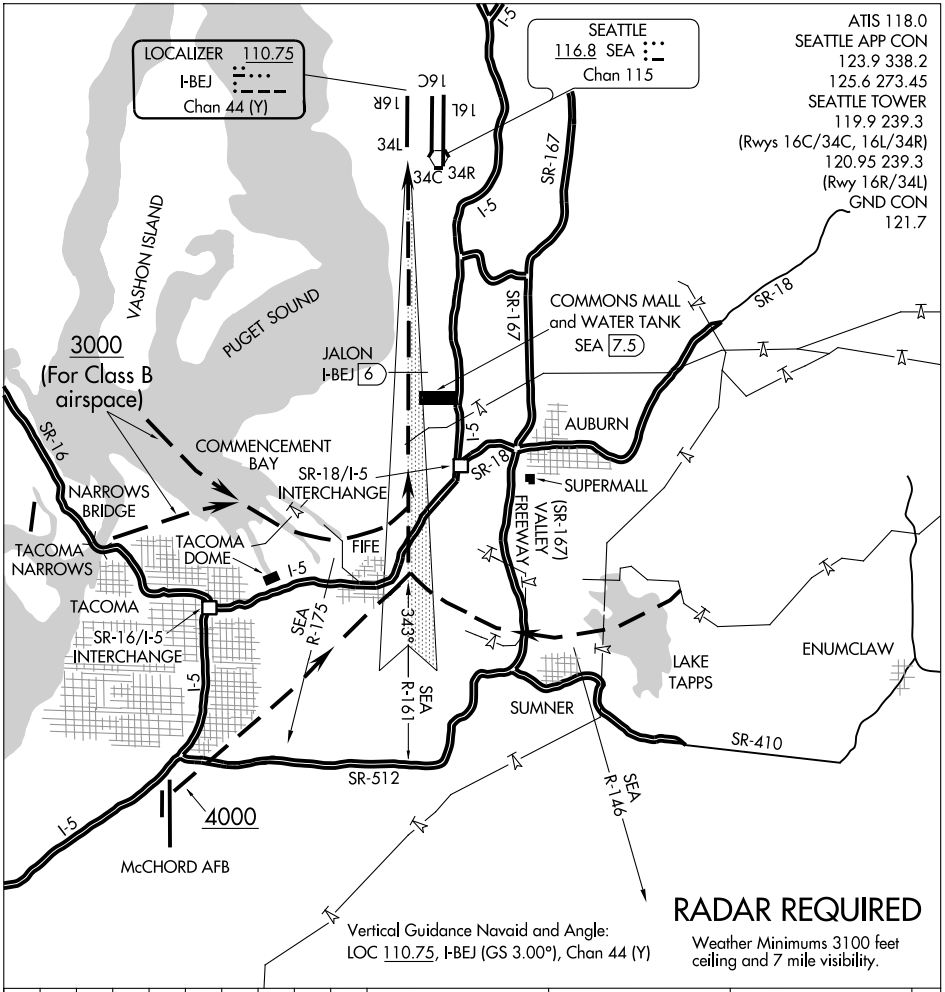


NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SALTY VISUAL RWY 34L

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



SALTY VISUAL APPROACH RWY 34L

When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord AFB or Lake Tapps for a Salty Visual Runway 34L Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of runway 34L. Turn final before or over the interchange of State Road 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the Commons Mall and Water Tank (7.5 DME) and proceed visually to runway 34L.

SALTY VISUAL RWY 34L

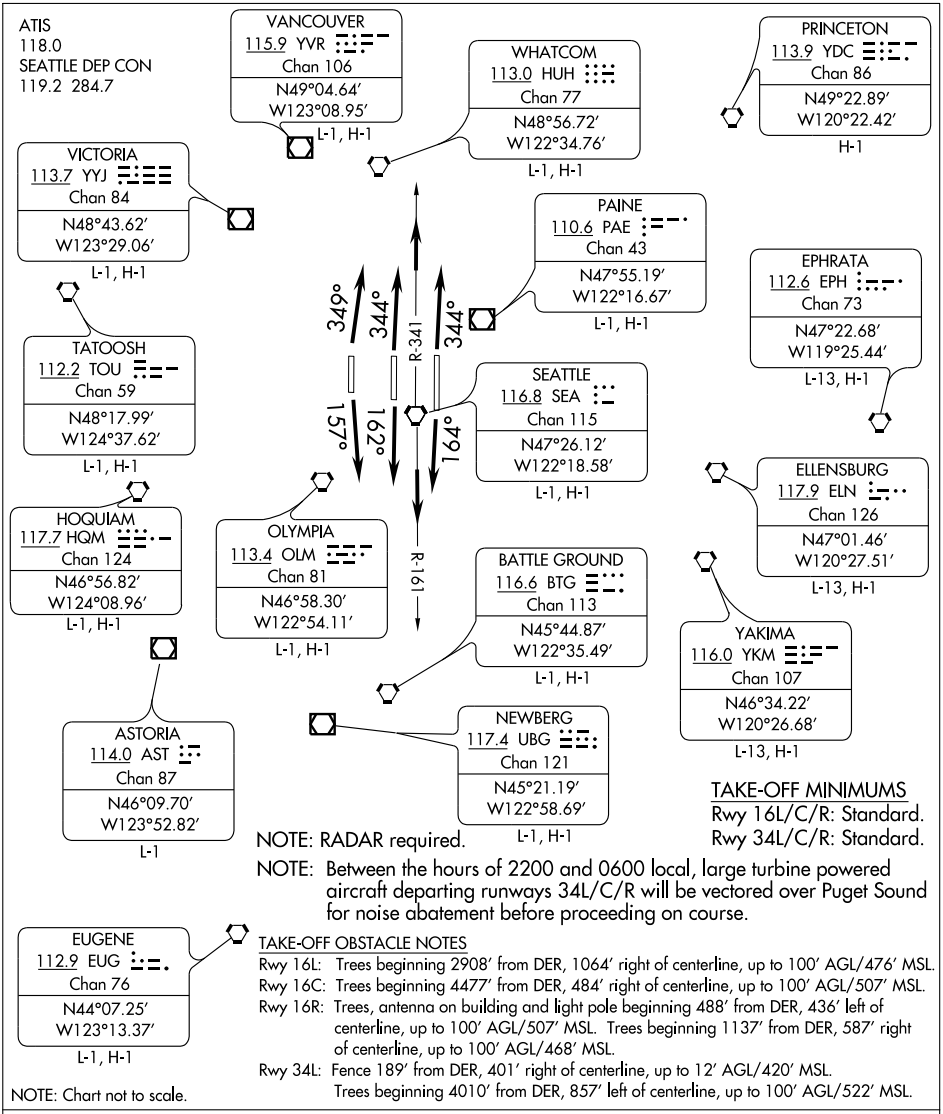
47°27'N-122°19'W

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

Orig 09239

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: Between the hours of 2200 and 0600 local, large turbine powered aircraft departing runways 34L/C/R will be vectored over Puget Sound for noise abatement before proceeding on course.

TAKE-OFF MINIMUMS
Rwy 16L/C/R: Standard.
Rwy 34L/C/R: Standard.

TAKE-OFF OBSTACLE NOTES
Rwy 16L: Trees beginning 2908′ from DER, 1064′ right of centerline, up to 100′ AGL/476′ MSL.
Rwy 16C: Trees beginning 4477′ from DER, 484′ right of centerline, up to 100′ AGL/507′ MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488′ from DER, 436′ left of centerline, up to 100′ AGL/507′ MSL. Trees beginning 1137′ from DER, 587′ right of centerline, up to 100′ AGL/468′ MSL.
Rwy 34L: Fence 189′ from DER, 401′ right of centerline, up to 12′ AGL/420′ MSL. Trees beginning 4010′ from DER, 857′ left of centerline, up to 100′ AGL/522′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L: Climb heading 349° and SEA R-341, thence. . . .
TAKE-OFF RUNWAY 34C/R: Climb heading 344° and SEA R-341, thence. . . .
TAKE-OFF RUNWAY 16L: Climb heading 164° and SEA R-161, thence. . . .
TAKE-OFF RUNWAY 16C: Climb heading 162° and SEA R-161, thence. . . .
TAKE-OFF RUNWAY 16R: Climb heading 157° and SEA R-161, thence. . . .

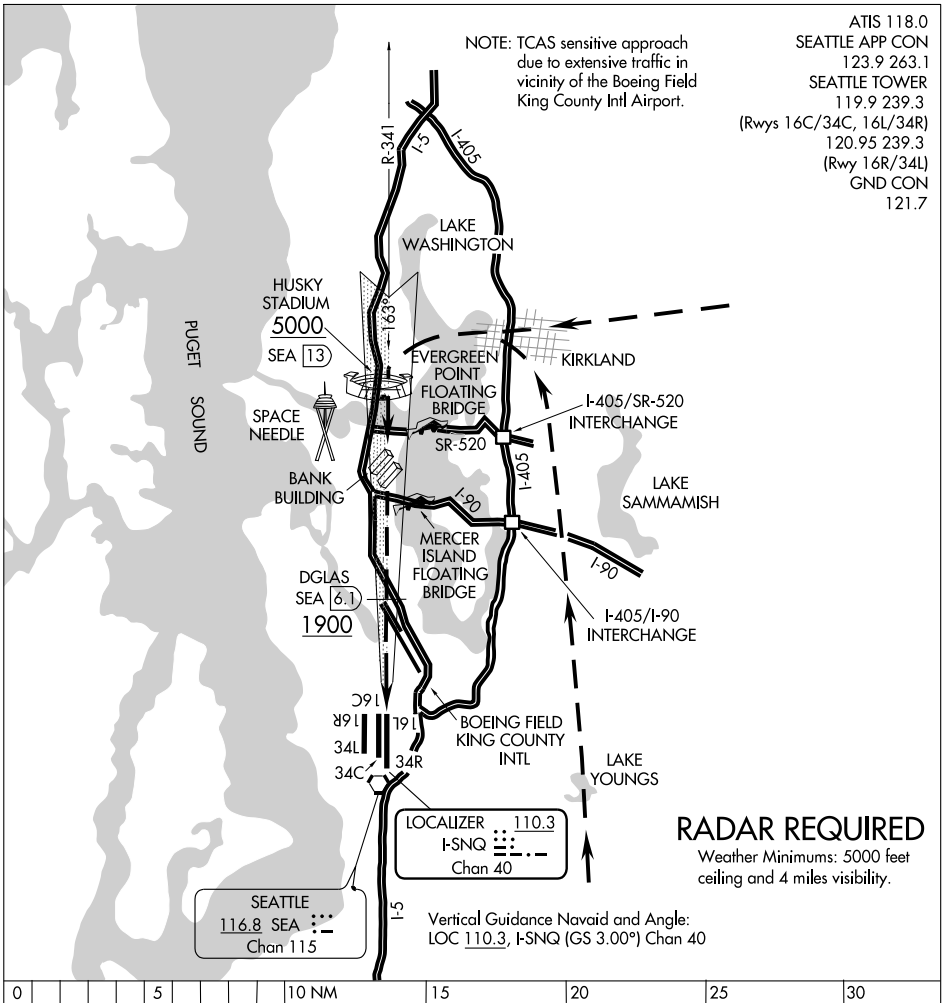
. . . .Maintain assigned altitude, expect radar vectors to assigned route.

NW-1, 26 AUG 2010 to 23 SEP 2010

STADIUM VISUAL RWY 16L

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



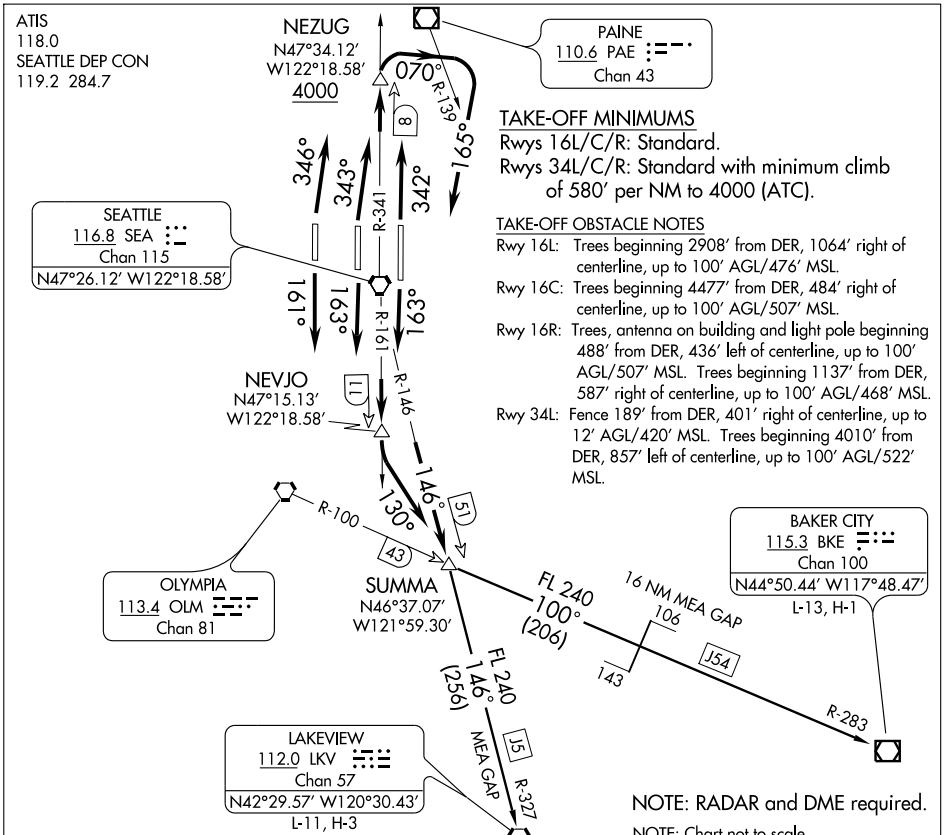
STADIUM VISUAL APPROACH RWY 16L

When the ceiling is at least 5000′ and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Stadium Visual Runway 16L Approach. When cleared for a Stadium Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16L localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SUMMA SEVEN DEPARTURE

SL-582 (FAA)



TAKE-OFF MINIMUMS

Rwys 16L/C/R: Standard.
Rwys 34L/C/R: Standard with minimum climb of 580′ per NM to 4000 (ATC).

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Trees beginning 2908′ from DER, 1064′ right of centerline, up to 100′ AGL/476′ MSL.
Rwy 16C: Trees beginning 4477′ from DER, 484′ right of centerline, up to 100′ AGL/507′ MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488′ from DER, 436′ left of centerline, up to 100′ AGL/507′ MSL. Trees beginning 1137′ from DER, 587′ right of centerline, up to 100′ AGL/468′ MSL.
Rwy 34L: Fence 189′ from DER, 401′ right of centerline, up to 12′ AGL/420′ MSL. Trees beginning 4010′ from DER, 857′ left of centerline, up to 100′ AGL/522′ MSL.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L: Climb heading 346° and SEA R-341, thence. . . .
TAKE-OFF RUNWAY 34C: Climb heading 343° and SEA R-341, thence. . . .
TAKE-OFF RUNWAY 34R: Climb heading 342° and SEA R-341, thence. . . .

. . . .to cross NEZUG at or above 4000, then right turn heading 070° to cross the PAE R-139, then right turn heading 165° to intercept SEA R-146 to SUMMA INT, then via assigned transition.

TAKE-OFF RUNWAYS 16L/C: Climb heading 163° and SEA R-161, thence. . . .
TAKE-OFF RUNWAY 16R: Climb heading 161° and SEA R-161, thence. . . .

. . . .to NEVJO, then left turn heading 130° to intercept the SEA R-146 to SUMMA INT, then via assigned transition.

BAKER CITY TRANSITION (SUMMA7.BKE): From over SUMMA INT via OLM R-100 and BKE R-283 to BKE VOR/DME.

LAKEVIEW TRANSITION (SUMMA7.LKV): From over SUMMA INT via SEA R-146 and LKV R-327 to LKV VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC SEA 116.8 Chan 115	APP CRS 161°	Rwy 16L Idg 11901 TDZE 433 Apt Elev 433	Rwy 16C Idg 9426 TDZE 430 Apt Elev 433

VOR/DME RWY 16L/C

SEATTLE-TACOMA INTL (SEA)

See additional requirements on adjacent information page.

ALSF-2 Rwy 16L/C

MISSED APPROACH: Climb heading 163° and SEA VORTAC R-161 to cross TEBNE/2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA R-163 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	121.7

IAF PAINE 110.6 PAE Chan 43

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

MSA SEA 25 NM: 180°–340° 3400; 340°–070° 6400; 070°–180° 2200

2000 164° (16.7)

R-341 R-164 10 NM

(IF) MGNUM SEA 12.4

161° (6.3) 1900

SODOE SEA 6.1

1729 Λ

Boeing Field/ King County Intl

642 ± Λ

Λ2160 Λ3149 2040 3020

ZAGNA SEA 1.7

SEATTLE 116.8 SEA Chan 115

Λ573

TEBNE SEA 2.4 RADAR

R-163

MISSED APCH FIX

116.8 SEA Chan 33

MILLT INT SEA 11 RADAR

341° 161° R-161

109.6 TCM Chan 33 R-025

MGNUM SEA 12.4 — SODOE SEA 6.1 — 163° — SEA R-161 116.8 — TEBNE SEA 2.4 RADAR 2000 — 5000 SEA R-163 — MILLT INT SEA 11 RADAR

2000 161° 1900

Procedure Turn NA

SEA 3.1 ZAGNA SEA 1.7

6.3 NM 3 NM 1.4 NM

ELEV 433 D

161° to VORTAC

TDZE 430 Λ 515 ±

16R 16C 16L TDZE 433

0.6% DOWN 8500 X 150 9426 X 150 11901 X 150 0.8% UP

TWR ■ 696

606 Λ

☆ 517

593 Λ

34L 34C 34R

HIRL all Rwys

TDZ/CL Rwys 16L, 16C, 16R and 34R

CATEGORY	A	B	C	D
S-16L	960/24 527 (600-½)		960/50 527 (600-1)	960/60 527 (600-1¼)
S-16C	960/24 530 (600-½)		960/50 530 (600-1)	960/60 530 (600-1¼)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

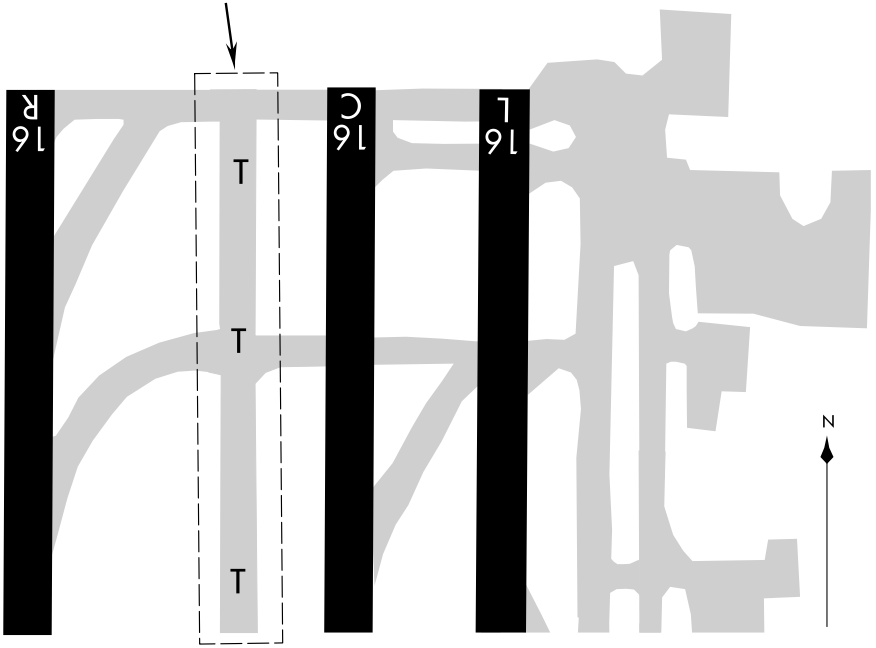
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDTION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.



NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC SEA 116.8 Chan 115	APP CRS 341°	Rwy 34C Idg 9426 TDZE 387 Apt Elev 433	Rwy 34R Idg 11901 TDZE 372 Apt Elev 433

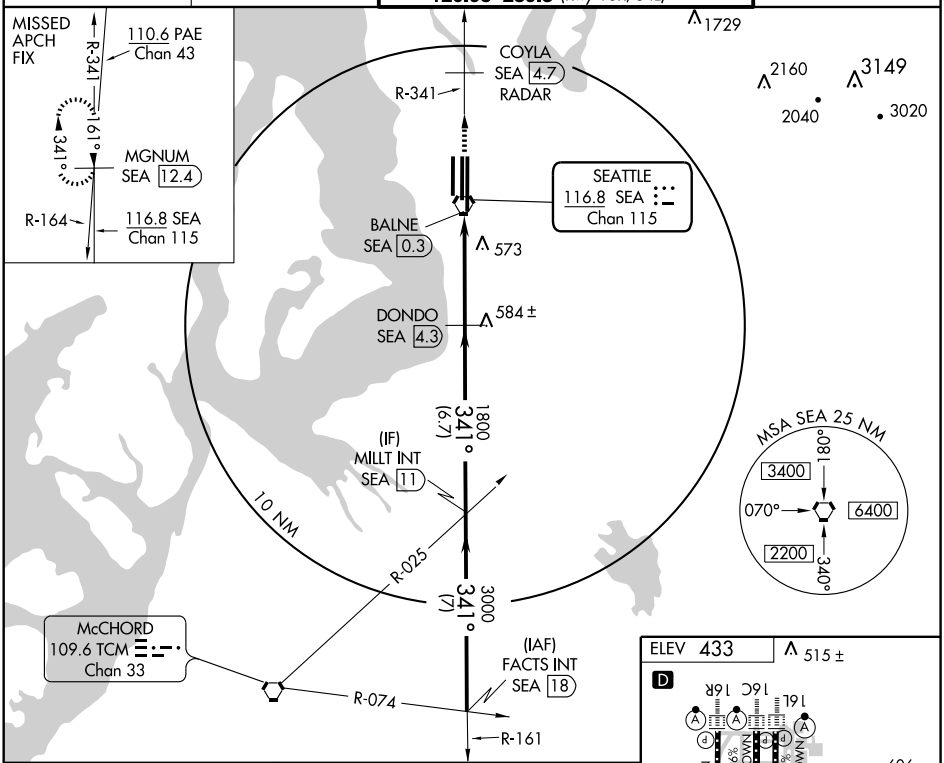
VOR/DME RWY 34C
SEATTLE-TACOMA INTL (SEA)

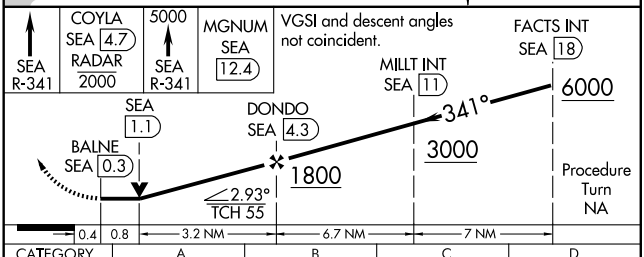
Inoperative table does not apply to sidestep 34R Cats. A and B.

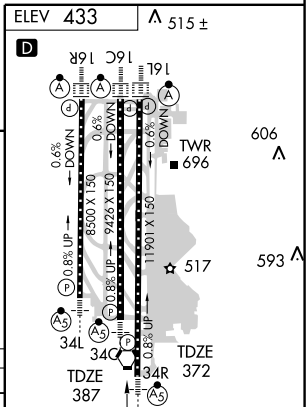
MALSR Rwy 34C/R (A5)

MISSED APPROACH: Climb via SEA R-341 to cross COYLA/4.7 DME/RADAR at or below 2000, then climb to 5000 via SEA R-341 to MGNUM/SEA 12.4 DME and hold, continue climb-in-hold to 5000.

ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L)	GND CON 121.7





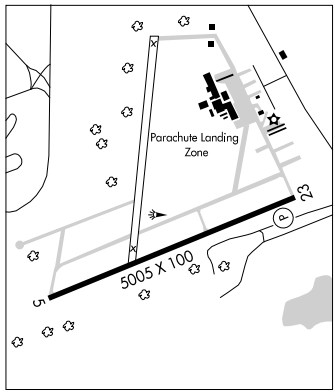


CATEGORY	A	B	C	D
S-34C	840/24 453 (500-½)		840/40 453 (500-¾)	840/50 453 (500-1)
SIDESTEP 34R	840/60 468 (500-1¼)			840-1¾ 468 (500-1¾)
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SHELTON

SANDERSON FLD (SHN) 3 NW UTC−8(−7DT) N47°14.01′ W123°08.85′ **SEATTLE**
273 B S4 **FUEL** 100LL, JET A NOTAM FILE SHN **H–1B, L–1D**
RWY 05–23: H5005X100 (ASPH) S–55, D–72, 2D–130 MIRL 0.3% up NE **IAP**
RWY 05: Trees. Rgt tfc.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended 1600–0030Z‡. Parachute Jumping. 24 hr credit card fuel facility.
WEATHER DATA SOURCES: ASOS 119.275 (360) 427–3835.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SEATTLE APP/DEP CON** 121.1
RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.
OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46°58.30′ W122°54.11′ 308° 18.7 NM to fld. 200/19E. **HIWAS.**
MASON CO NDB (MHW) 348 MNC N47°14.89′ W123°05.18′ 232° 2.7 NM to fld. NOTAM FILE SHN.
NDB unmonitored. NDB unusable 280°–340°beyond 20 NM.



SILVERDALE

APEX AIRPARK (8W5) 2 NW UTC−8(−7DT) N47°39.41′ W122°43.99′ **SEATTLE**
525 B S4 NOTAM FILE SEA Not insp.
RWY 17–35: H2500X28 (ASPH) LIRL
RWY 35: Rgt tfc.
AIRPORT REMARKS: Attended continuously. Caution: children and pets etc on invof arpt. No line of sight between rwy ends. Twy east side rwy. Use caution on twy. Trees, acft and buildings in transition sfcs.
COMMUNICATIONS: CTAF/UNICOM 122.8

SKAGIT/BAY VIEW N48°28.12′ W122°25.10′. NOTAM FILE BVS. **SEATTLE**
NDB (MHW) 240 BVS at Skagit Rgnl. NDB unusable 350°–030° byd 20 NM. **L–1E**

SKAGIT RGNL (See BURLINGTON/MOUNT VERNON)

SKY HARBOR (See SULTAN)

SKYLINE SPB (See ANACORTES)

SKYKOMISH STATE (S88) 1 E UTC−8(−7DT) N47°42.66′ W121°20.34′ **SEATTLE**
1002 NOTAM FILE SEA
RWY 06–24: 2050X100 (TURF)
RWY 06: Trees. **RWY 24:** Trees.
AIRPORT REMARKS: Unattended. CLOSED yearly 1 Oct–1 June. Vehicles, pedestrians and animals on and invof rwy. CTC Washington State Division of Aeronautics 360–651–6300 or 1–800–552–0666, for facility information prior to use. Mountains surround arpt. Rwy soft when wet.
COMMUNICATIONS: CTAF 122.9

SNOHOMISH CO (PAINE FLD) (See EVERETT)

APP CRS	Rwy Idg	5005
055°	TDZE	270
	Apt Elev	273

GPS RWY 5

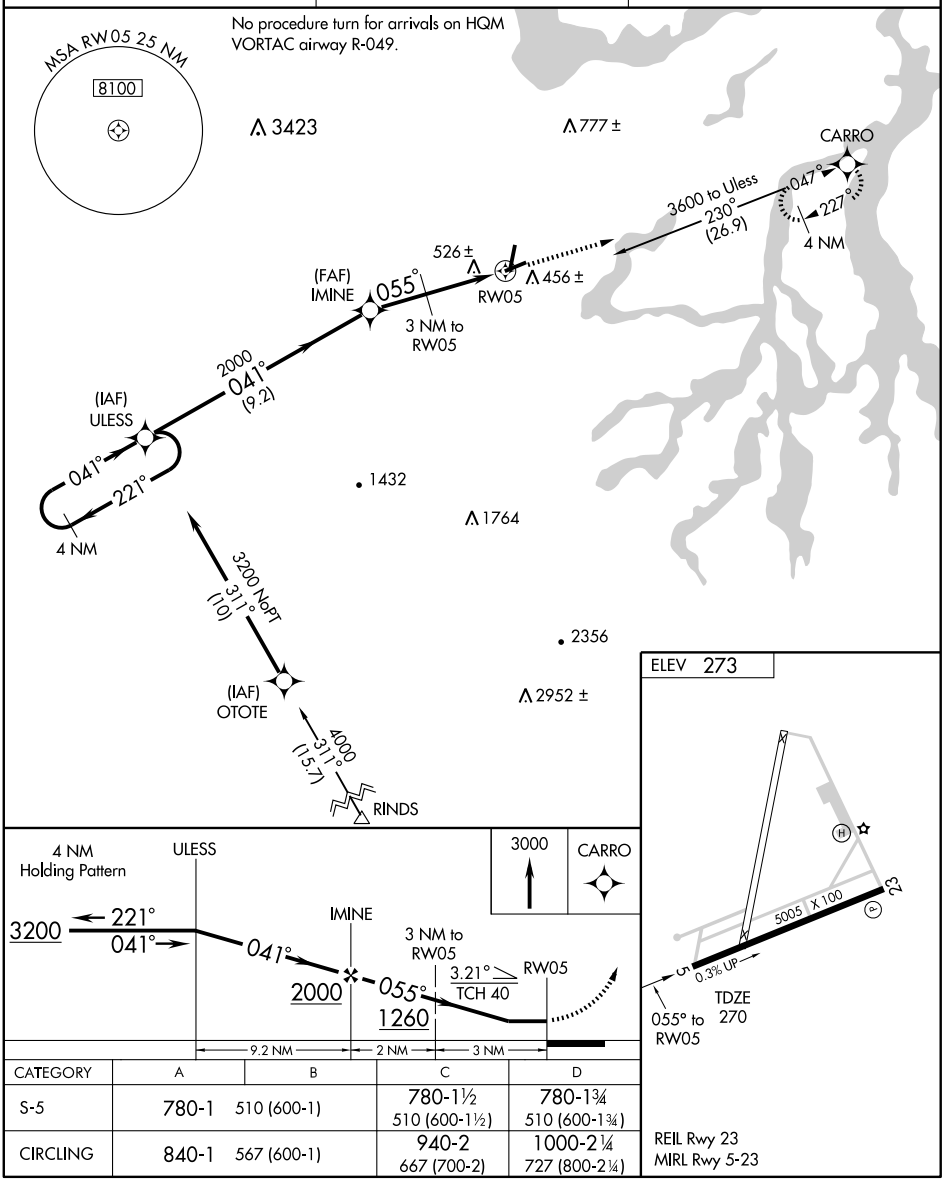
SHELTON/ SANDERSON FIELD (SHN)

NA

MISSED APPROACH: Climb to 3000 direct CARRO WP and hold.

ASOS	SEATTLE APP CON	UNICOM
119.275	121.1 290.9	122.8 (CTAF)

NW-1, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-5	780-1	510 (600-1)	780-1½ 510 (600-1½)	780-1¾ 510 (600-1¾)
CIRCLING	840-1	567 (600-1)	940-2 667 (700-2)	1000-2¼ 727 (800-2¼)

REIL Rwy 23
MIRL Rwy 5-23

APP CRS	Rwy Idg	5005
229°	TDZE	273
	Apt Elev	273

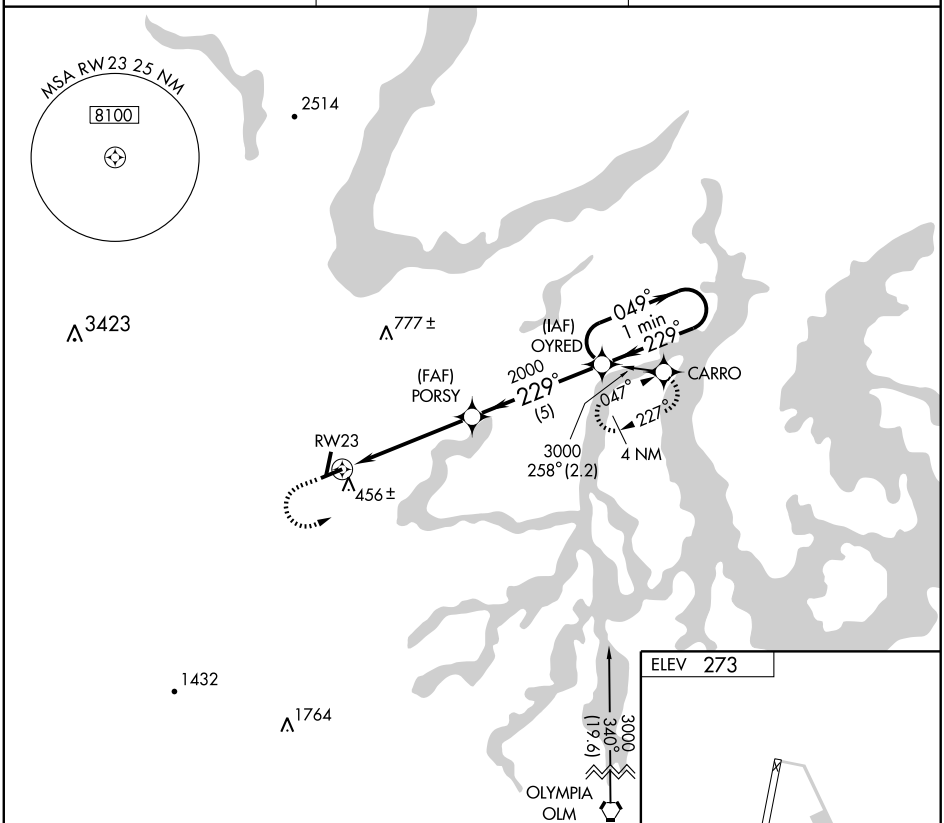
GPS RWY 23

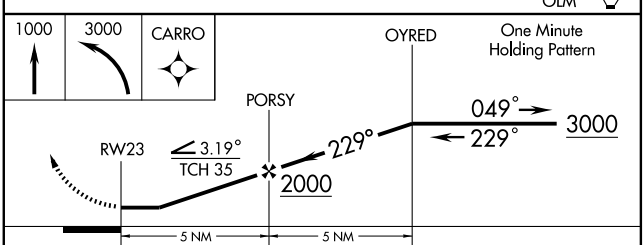
SHELTON/ SANDERSON FIELD (SHN)

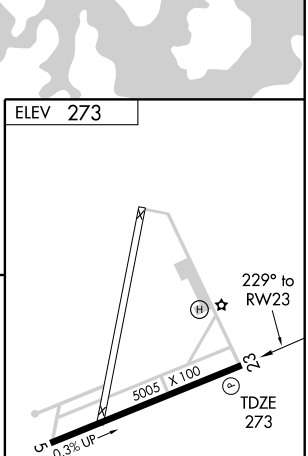
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct CARRO WP and hold.

ASOS	SEATTLE APP CON	UNICOM
119.275	121.1 290.9	122.8 (CTAF)







REIL Rwy 23
MIRL Rwy 5-23

CATEGORY	A	B	C	D
S-23	860-1	587 (600-1)	860-1½ 587 (600-1½)	860-1¾ 587 (600-1¾)
CIRCLING	860-1	587 (600-1)	940-2 667 (700-2)	1000-2¼ 727 (800-2¼)

NDB MNC 348	APP CRS 232°	Rwy Idg N/A TDZE N/A Apt Elev 273

NDB or GPS-A

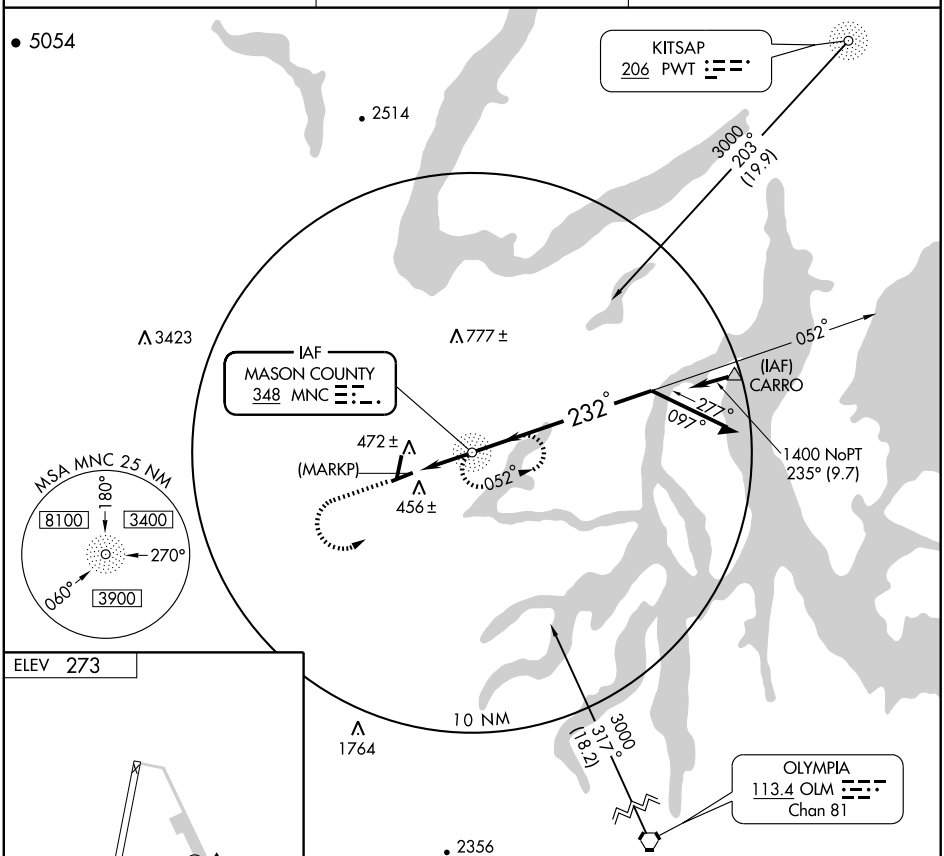
SHELTON/ SANDERSON FIELD (SHN)

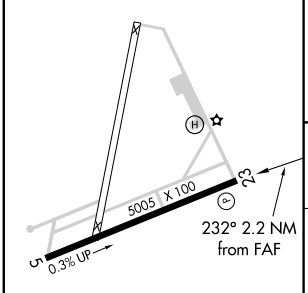
NA

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct MNC NDB and hold.

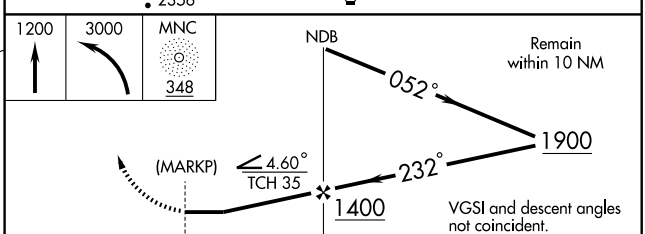
ASOS	SEATTLE APP CON	UNICOM
119.275	121.1 290.9	122.8 (CTAF)

NW-1, 26 AUG 2010 to 23 SEP 2010





REIL Rwy 23
MIRL Rwy 5-23



FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

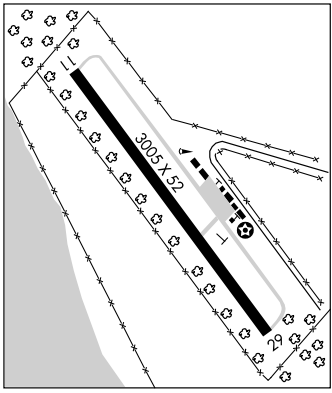
CATEGORY	A	B	C	D
CIRCLING	900-1	627 (700-1)	940-2 667 (700-2)	1000-2¼ 727 (800-2¼)

SNOHOMISH

HARVEY FLD (S43) 1 SW UTC−8(−7DT) N47°54.29′ W122°06.16′ SEATTLE
22 S4 **FUEL** 100, JET A TPA—1006(984) NOTAM FILE SEA L–1D
RWY 15L–33R: H2671X36 (ASPH) S–10 LIRL (NSTD) IAP
RWY 15L: TRCV(TRIR)—GA 5.0° TCH 30′. Thld dsplcd 451′. P–line. Rgt tfc.
RWY 33R: TRCV (TRIR)—GA 3.0° TCH 30′. Thld dsplcd 241′. Trees.
RWY 15R–33L: 2430X100 (TURF)
RWY 15R: P–line. Rgt tfc. **RWY 33L:** Trees.
AIRPORT REMARKS: Attended Nov–Mar 1530–0200Z‡, Apr–Oct 1530–0500Z‡. Fuel 24 hour credit card svc avbl. Parachute Jumping. Helicopter training west of rwys 500′ and blo. High voltage P–line 22′ high 25′ from apch end of Rwy 15L. Additional parachute student drop zone 1 NM E of arpt marked with white X. Arriving helicopter tfc apch helipads from NE or SE to avoid student drop zone. Parachute drop zone between Rwy 15L–33R and main twy, large gravel circle. Rwy 15L and Rwy 15R calm wind rwys. Noise abatement procedures in effect, ctc arpt manager 360–568–1541. Rwy 15L–33R NSTD LIRL, thld lgts 360° green.
COMMUNICATIONS: CTAF/UNICOM 123.0
SEATTLE CENTER APP/DEP CON 128.5
RADIO AIDS TO NAVIGATION: NOTAM FILE PAE.
PAINE (L) VORW/DME 110.6 PAE Chan 43 N47°55.19′ W122°16.67′ 077° 7.1 NM to fld. 670/20E.

SOUTH BEND (RAYMOND)

WILLAPA HARBOR (2S9) 2 NW UTC−8(−7DT) N46°41.86′ W123°49.40′ SEATTLE
13 B **FUEL** 100LL NOTAM FILE SEA L–1C
RWY 11–29: H3005X52 (ASPH) S–12 MIRL
RWY 11: Trees. **RWY 29:** Trees.
AIRPORT REMARKS: Unattended. Fuel unavbl indef. Watch for elk on and in vicinity of arpt. Rwy 11–29 52′ wide with 22.5′ asph trtd shoulders. Rotating bcn OTS indef. ACTIVATE rotating bcn—122.8. ACTIVATE MIRL Rwy 11–29—122.8.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HQM.
HOQUIAM (H) VORTAC 117.7 HQM Chan 124 N46°56.82′ W124°08.96′ 119° 20.1 NM to fld. 10/19E. **HIWAS.**



SOUTHWEST WASHINGTON RGNL (See KELSO)

SPANAWAY

SHADY ACRES (3B8) 3 SE UTC−8(−7DT) N47°04.22′ W122°22.27′ SEATTLE
445 NOTAM FILE SEA
RWY 16–34: H1800X20 (ASPH) LIRL
RWY 16: Trees. **RWY 34:** Thld dsplcd 200′. Road. Rgt tfc.
AIRPORT REMARKS: Unattended. PPR for night ops call arpt manager 253–846–8953. Military activity on and in vicinity of arpt. Power plants with emissions that may not be visible 0.5 and 1 statute mile northeast of arpt. Dsplcd thld marked with NSTD chevrons. Rwy 16 ID is not standard distance from rwy end. Directional rwy edge lgts.
COMMUNICATIONS: CTAF 122.9

SPANAWAY (S44) 1 S UTC−8(−7DT) N47°05.21′ W122°25.88′ SEATTLE
373 **FUEL** 100LL TPA—988(615) NOTAM FILE SEA
RWY 16–34: H2724X20 (ASPH) S–12 LIRL
RWY 16: Thld dsplcd 200′. Tree. **RWY 34:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1600Z‡–dusk. CAUTION: Military tfc on and in vicinity of arpt. Rwy 16 paved, Rwy 16 has NSTD numbers, edge lines and thld markings only, Rwy 16 number located 300′ S of painted dsplcd thld.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SEATTLE APP/DEP CON** 126.5

APP CRS	Rwy Idg	N/A
328°	TDZE	N/A
	Apt Elev	22

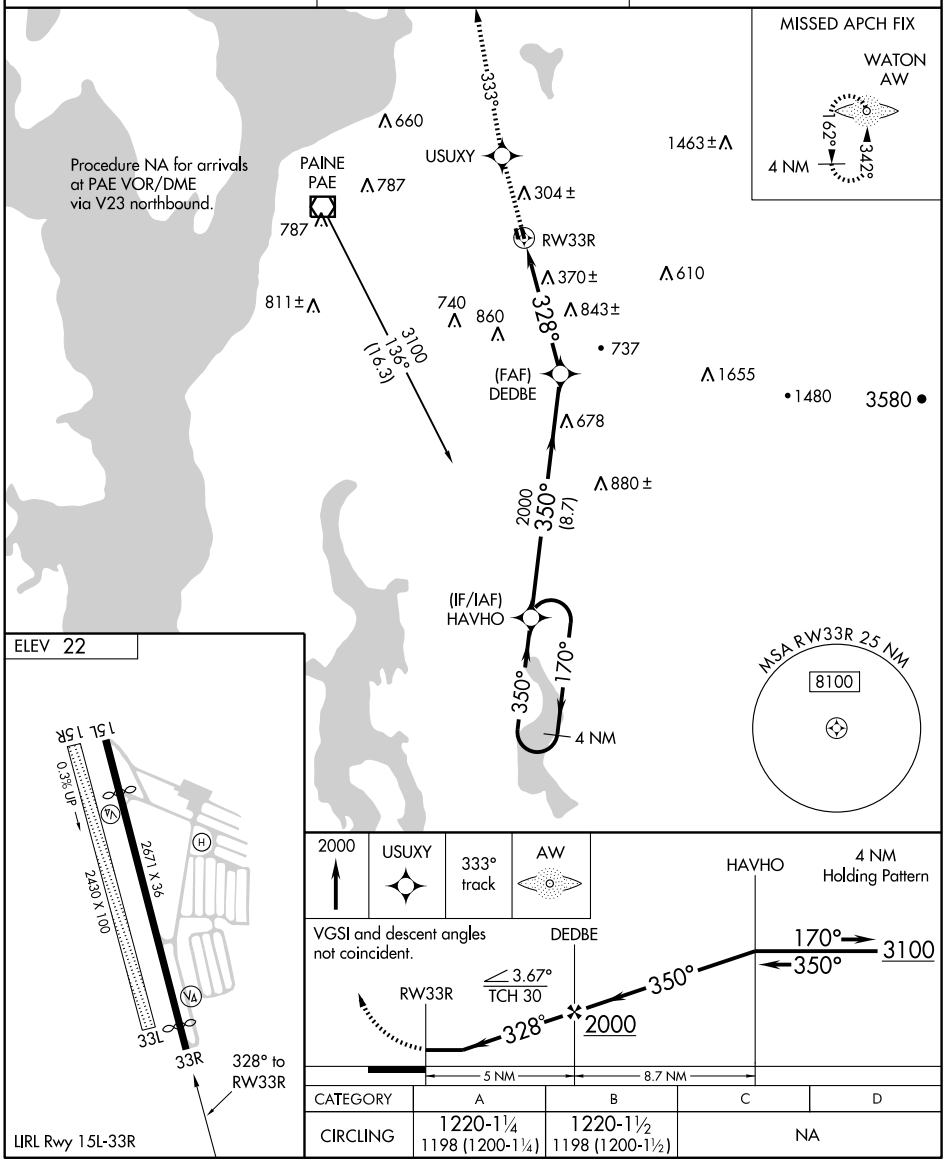
RNAV (GPS)-A

SNOHOMISH/ HARVEY FIELD (S43)

DME/DME RNP-0.3 NA.
NA Procedure NA at night.
Use Arlington altimeter setting. When not received, use Everett altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct USUXY and via 333° track to WATON LOM and hold.

ARLINGTON AWOS-3	SEATTLE CENTER	UNICOM
135.625	128.5 306.9	123.0 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1220-1¼ 1198 (1200-1¼)	1220-1½ 1198 (1200-1½)	NA	

AIRPORT DIAGRAM

AL-403 (FAA)

SPOKANE INTL (GEG)
SPOKANE, WASHINGTON

AIRPORT DIAGRAM

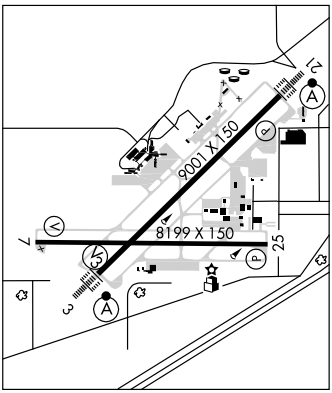
SPOKANE, WASHINGTON
SPOKANE INTL (GEG)

10210

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

SPOKANE INTL (GEG) 5 SW UTC−8(−7DT) N47°37.19′ W117°32.03′ **SEATTLE**
2376 B S4 **FUEL** 100, 100LL, JET A OX 1, 2, 3, 4 Class I, ARFF Index B NOTAM FILE GEG **H–1C, L–13B**
RWY 03–21: H9001X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400 HIRL CL **IAP, AD**
RWY 03: ALSF2. TDZL. VASI(V6L)—Upper GA 3.25° TCH 87′, Lower GA 3.0° TCH 54′. Rgt tfc. 0.5% down.
RWY 21: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 46′. Ground. Rgt tfc. 0.8% up.
RWY 07–25: H8199X150 (ASPH–GRVD) S–150, D–180, 2S–175, 2D–280 MIRL
RWY 07: REIL. VASI(V4L)—GA 3.2° TCH 60′. Rgt tfc.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 07	03–21	2800
RWY 21	07–25	7000
RWY 25	03–21	4350

RUNWAY DECLARED DISTANCE INFORMATION:
RWY 03: TORA–9001 TODA–9001 ASDA–9001 LDA–9001
RWY 07: TORA–8199 TODA–8199 ASDA–8199 LDA–8199
RWY 21: TORA–9001 TODA–9001 ASDA–9001 LDA–9001
RWY 25: TORA–8199 TODA–8199 ASDA–8199 LDA–8199
AIRPORT REMARKS: Attended 1400–0600Z‡. Waterfowl and birds on and invof arpt. Twy H restricted to wingspan of 75′ or less. Twy K unlighted on ramp side along maintenance ramp and is unavailable below 1200 RVR unless under escort by ''follow me''. Rwy 21 ALSF2 may be operated as SSALR during favorable weather conditions. Be alert to turbulence over smoke stacks 1 mile E of arpt. U.S. Customs user fee arpt. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (509) 624–4406. **HIWAS** 115.5 GEG.
COMMUNICATIONS: ATIS 124.325 **UNICOM** 122.95
RCO 122.65 122.55 122.2 (SEATTLE RADIO)
Ⓡ **APP/DEP CON** 133.35 (026°–204°) 123.75 (205°–025°)
TOWER 118.3 **GND CON** 121.9 **CLNC DEL** 127.55
AIRSPACE: CLASS C svc ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
(H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 028° 5.0 NM to fld. 2755/21E. **HIWAS.**
VOR portion unusable:
360°–015° byd 26 NM blo 7,000′ 335°–360° byd 18 NM blo 7,000′
300°–330° byd 30 NM blo 9,000′ 335°–360° byd 25 NM
CANYON NDB (MHW) 388 CRK N47°40.62′ W117°27.01′ 205° 4.8 NM to fld.
ILS/DME 111.1 I–GEG Chan 48 Rwy 21. Class IIIE.
ILS/DME 111.1 I–OLJ Chan 48 Rwy 03. Class IIIE.

STAMPEDE PASS SMP N47°15.98′ W121°22.07′/3964. **SEATTLE**
ASOS 135.275 360–886–2758 **L–1D**

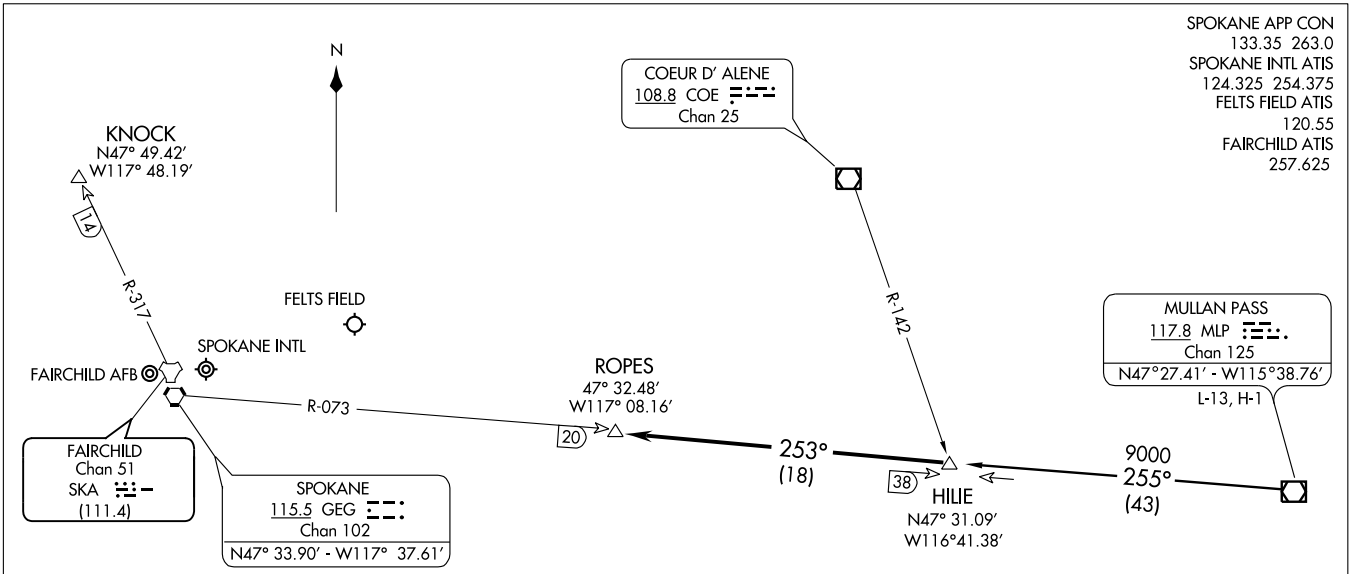
STANWOOD

CAMANO ISLAND AIRFIELD (13W) 3 NW UTC−8(−7DT) N48°15.42′ W122°26.21′ **SEATTLE**
145 S4 NOTAM FILE SEA
RWY 16–34: H1750X24 (ASPH)
RWY 16: Tree. Rgt tfc. **RWY 34:** Brush. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1630–0130Z‡. Do not taxi on grass Oct–May. Parallel driveway adjacent to Rwy 16–34.
COMMUNICATIONS: CTAF 122.9

STARBUCK

LITTLE GOOSE LOCK AND DAM (16W) 7 NE UTC−8(−7DT) N46°34.99′ W118°00.06′ **SEATTLE**
681 NOTAM FILE SEA
RWY 07–25: 3400X50 (GRVL)
RWY 07: Road. **RWY 25:** Hill.
AIRPORT REMARKS: Unattended. CLOSED 1 Oct–1 June. CAUTION: Airport located in canyon rolling terrain 700–800′ S rising to 750′, canyon wall 800′ S rises steeply to 1800′+, N wall rises to 1600′+. Pedestrians, vehicles, and animals on and invof rwy. Portions of rwy sfc rough and soft. CTC Washington State Aviation Division 360–651–6300 or 1–800–552–0666 for facility information prior to use.
COMMUNICATIONS: CTAF 122.9

HILIE ONE ARRIVAL (HILIE.HILIE1)



MULLAN PASS TRANSITION (MLP.HILIE1): From over MLP VOR/DME via MLP R-255 to HILIE INT. Thence. . . .

. . . .From over HILIE INT via GEG R-073 to ROPES INT. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: After ROPES INT:
Landing Spokane Intl or Felts Field: Proceed to GEG VORTAC via GEG R-073, maintain last assigned altitude to GEG.
Landing Fairchild AFB: Proceed to KNOCK DME via direct, maintain last assigned altitude to KNOCK.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

HILIE ONE ARRIVAL (HILIE.HILIE1)

10042

SPOKANE, WASHINGTON

LOC/DME I-GEG	APP CRS	Rwy Idg	9001
111.1	208°	TDZE	2346
Chan 48		Apt Elev	2376

ILS or LOC/DME RWY 21

SPOKANE INTL (GEG)

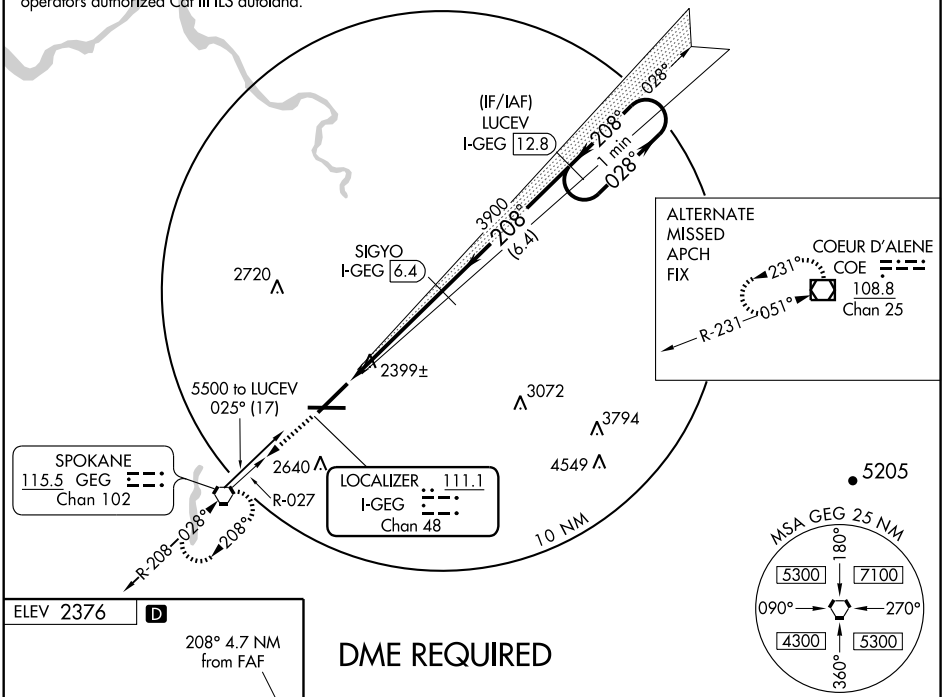
T A For inoperative ALSF, increase S-LOC 21 Cat D visiblity to 1.

ALSF-2

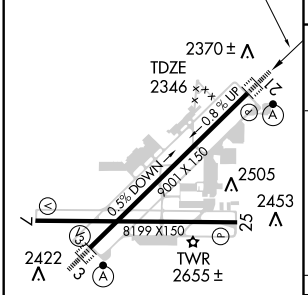
MISSED APPROACH: Climb to 4200 via GEG VORTAC R-027 to GEG VORTAC and hold.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (WEST) 133.35 263.0 (EAST)	118.3 278.3	121.9 348.6	127.55

Autoland NA when weather below 300/1 except for operators authorized Cat III ILS autoland.



ELEV 2376 D



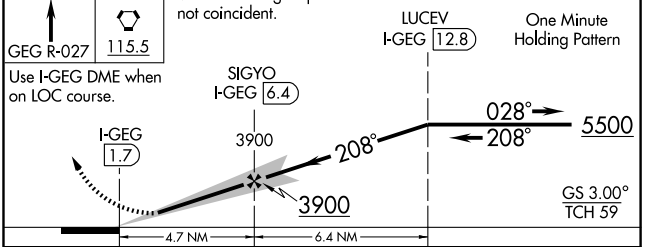
DME REQUIRED

4200 GEG R-027

GEG 115.5

Use I-GEG DME when on LOC course.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 21	2546/18 200 (200-½)			
S-LOC 21	2680/24 334 (400-½)			2680/40 334 (400-¾)
CIRCLING	2960-1 584 (600-1)		2960-1½ 584 (600-1½)	2980-2 604 (700-2)

TDZ/CL Rwys 3 and 21
REIL Rwys 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OLJ	APP CRS	Rwy Idg	9001
111.1	027°	TDZE	2371
Chan 48		Apt Elev	2376

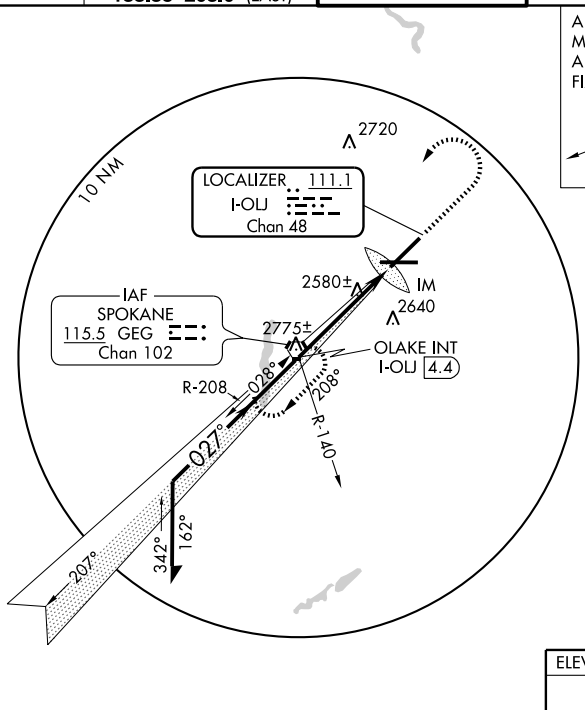
ILS or LOC RWY 3

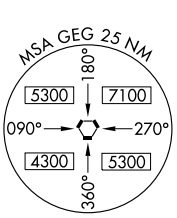
SPOKANE INTL (GEG)

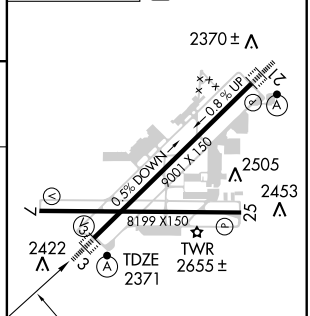
ALSF-2

MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold.

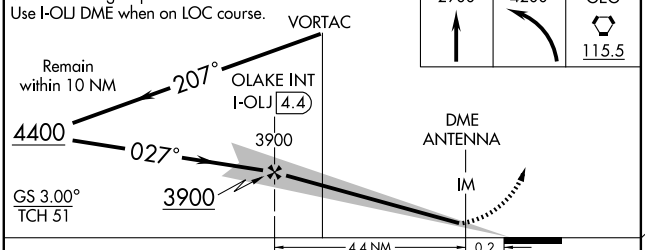
ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (WEST) 133.35 263.0 (EAST)	118.3 278.3	121.9 348.6	127.55







VGSI and ILS glidepath not coincident.
Use I-OLJ DME when on LOC course.



2900	4200	GEG
↑	↰	115.5

CATEGORY	A	B	C	D
S-ILS 3	2571/18 200 (200-½)			
S-LOC 3	2880/24 509 (600-½)		2880/50 509 (600-1)	
CIRCLING	2960-1 584 (600-1)		2960-1½ 584 (600-1½)	2980-2 604 (700-2)

027° 4.6 NM from FAF

TDZ/CL Rwys 3 and 21
REIL Rwys 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OLJ	APP CRS	Rwy Idg	9001
111.1	027°	TDZE	2371
Chan 48		Apt Elev	2376

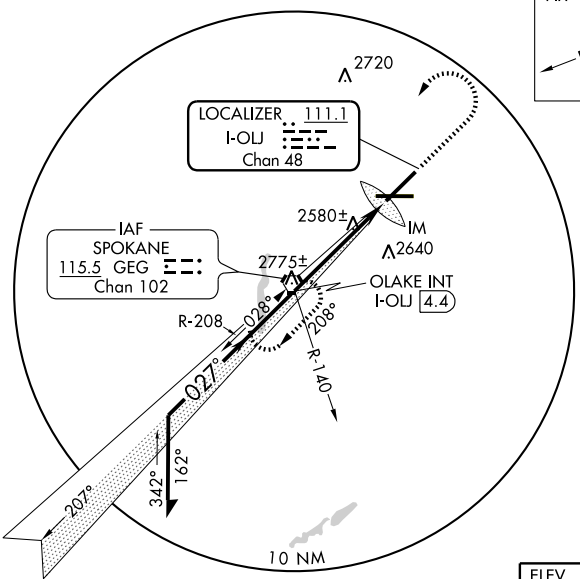
ILS RWY 3 (CAT II)
SPOKANE INTL (GEG)

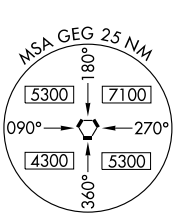
ALSF-2

MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold.

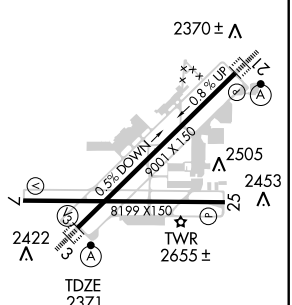
ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (WEST) 133.35 263.0 (EAST)	118.3 278.3	121.9 348.6	127.55

ALTERNATE MISSED APCH FIX
COEUR D'ALENE COE 108.8 Chan 25
231° 051° R-231





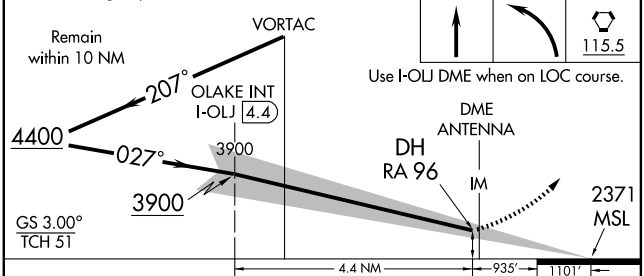
ELEV 2376 D



TDZ/CL Rwys 3 and 21
REIL Rwys 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

VGSI and ILS glidepath not coincident.

Remain within 10 NM



2900	4200	GEG
		115.5

Use I-OLJ DME when on LOC course.

CATEGORY	A	B	C	D
S-ILS 3	RA 96/12 100 DA 2471			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OLJ	APP CRS	Rwy Idg	9001
111.1	027°	TDZE	2371
Chan 48		Apt Elev	2376

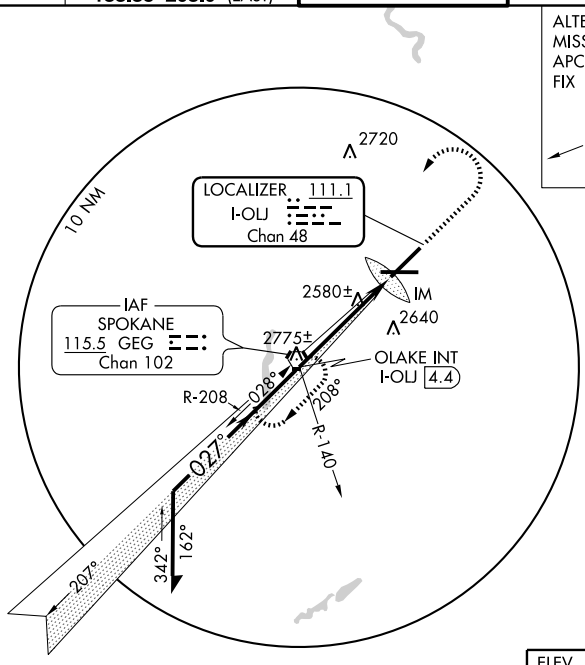
ILS RWY 3 (CAT III)
SPOKANE INTL (GEG)

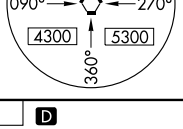
ALSF-2

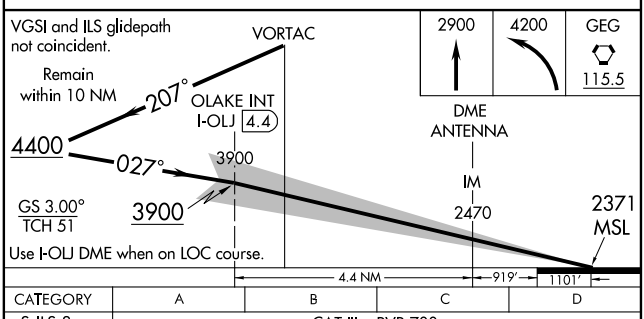
MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (WEST) 133.35 263.0 (EAST)	118.3 278.3	121.9 348.6	127.55

ALTERNATE MISSED APCH FIX
COEUR D'ALENE
COE 108.8
Chan 25
231°
051°
R-231



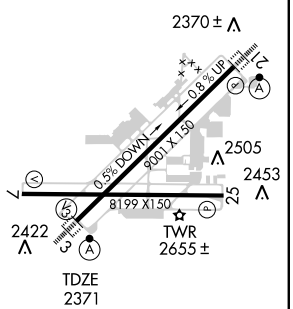




CATEGORY	A	B	C	D
S-ILS 3	CAT IIIa RVR 700			
S-ILS 3	CAT IIIb RVR 600			
S-ILS 3	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 2376 D



TDZ/CL Rwys 3 and 21
REIL Rwys 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-GEG	APP CRS	Rwy Idg	9001
111.1	208°	TDZE	2346
Chan 48		Apt Elev	2376

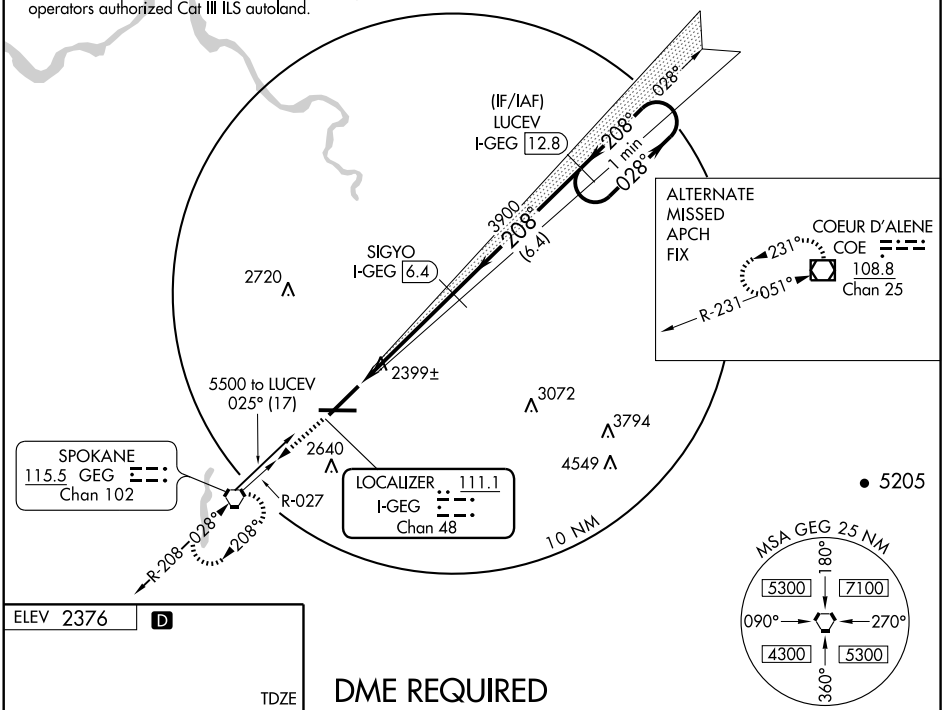
ILS RWY 21 (CAT II)
SPOKANE INTL (GEG)

ALSF-2

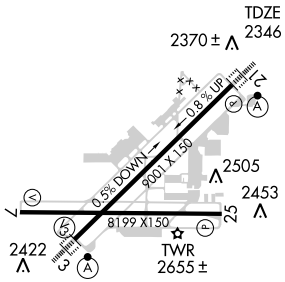
MISSED APPROACH: Climb to 4200 via GEG VORTAC R-027 to GEG VORTAC and hold.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (WEST) 133.35 263.0 (EAST)	118.3 278.3	121.9 348.6	127.55

Autoland NA when weather below 300/1 except for operators authorized Cat III ILS autoland.



ELEV 2376 D



TDZ/CL Rwys 3 and 21
REIL Rwys 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

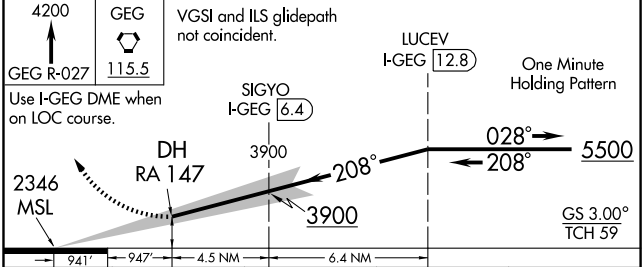
DME REQUIRED

4200
GEG R-027

GEG
115.5

Use I-GEG DME when on LOC course.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 21	RA 147/16 100 DA 2446			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

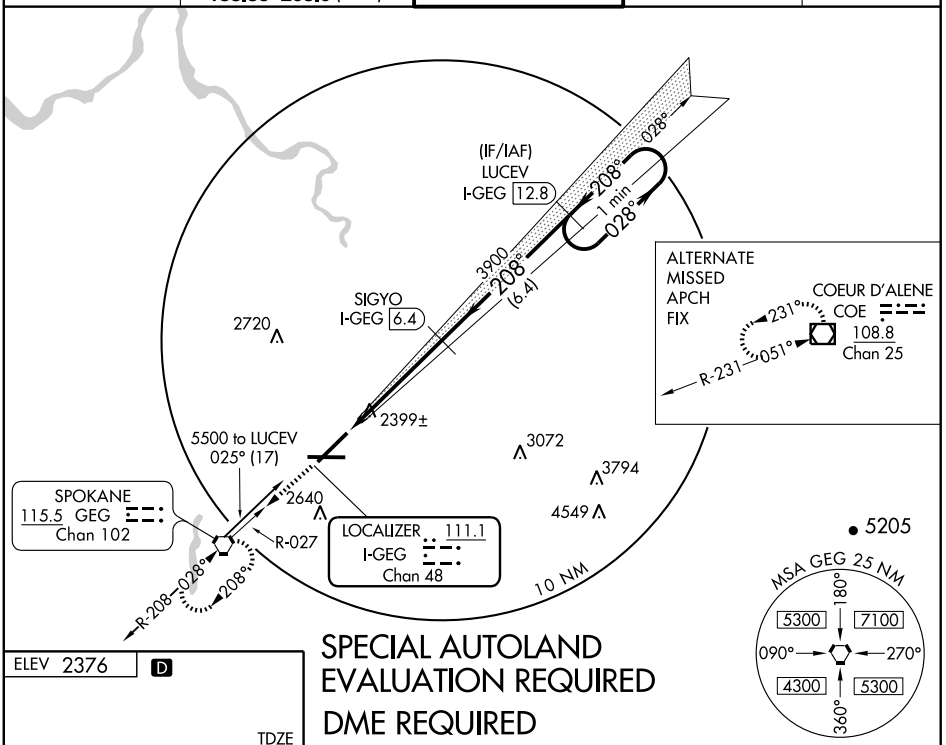
LOC/DME I-GEG	APP CRS	Rwy Idg	9001
111.1	208°	TDZE	2346
Chan 48		Apt Elev	2376

ILS RWY 21 (CAT III)
SPOKANE INTL (GEG)

ALSF-2

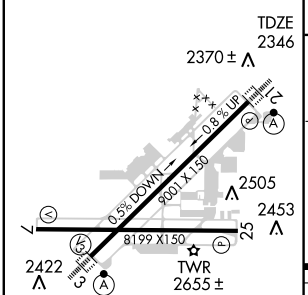
MISSED APPROACH: Climb to 4200 via GEG VORTAC R-027 to GEG VORTAC and hold.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (WEST) 133.35 263.0 (EAST)	118.3 278.3	121.9 348.6	127.55



SPECIAL AUTOLAND EVALUATION REQUIRED
DME REQUIRED

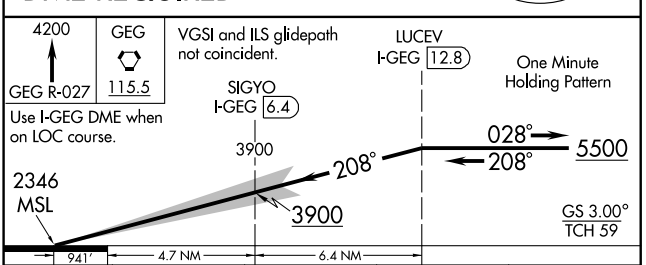
ELEV 2376 D



TDZ/CL Rwys 3 and 21
REIL Rwys 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

4200
GEG R-027
GEG
115.5
Use I-GEG DME when on LOC course.

VGSI and ILS glidepath not coincident.

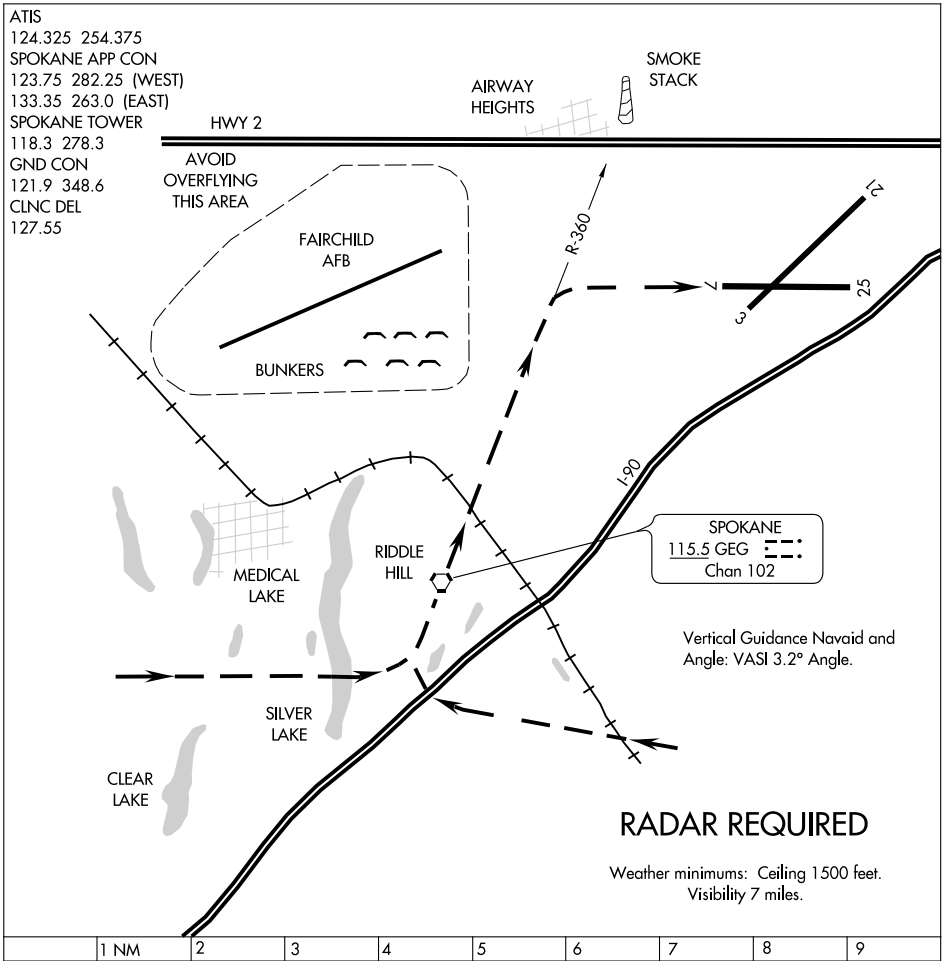


CATEGORY	A	B	C	D
S-ILS 21	CAT IIIa		RVR 07	
S-ILS 21	CAT IIIb		RVR 06	
S-ILS 21	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RIDDLE HILL VISUAL RWY 7



RIDDLE HILL VISUAL APPROACH RWY 7

PROCEDURE NOT AUTHORIZED AT NIGHT.

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9001
027°	TDZE	2371
	Apt Elev	2376

RNAV (GPS) RWY 3

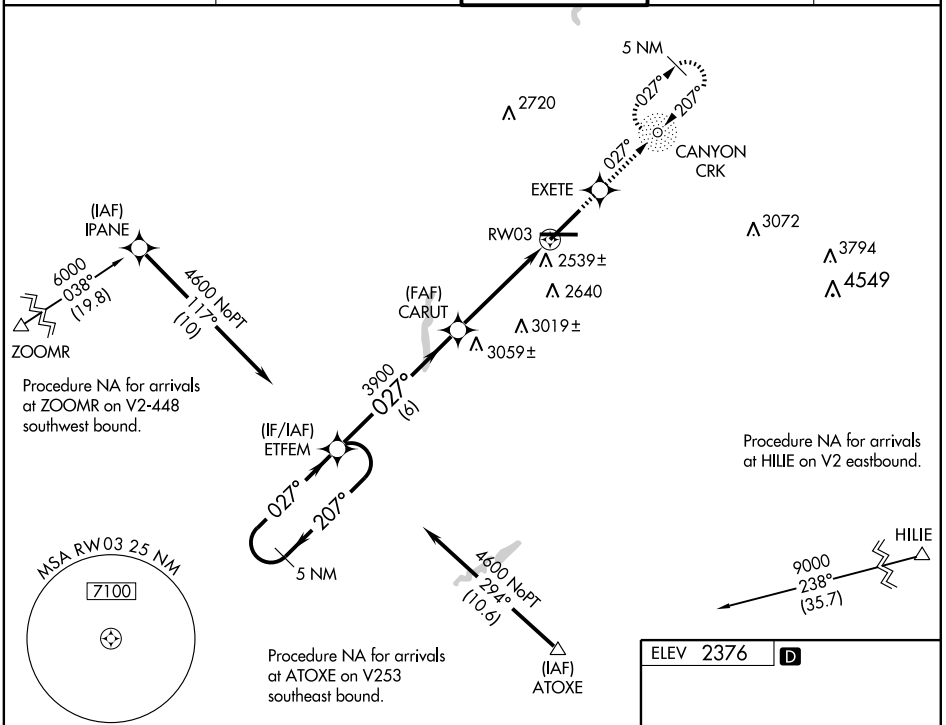
SPOKANE INTL (GEG)

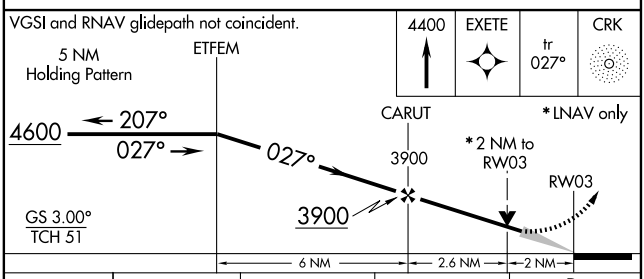
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).

ALSF-2

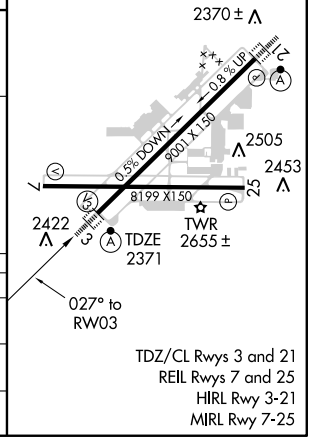
MISSED APPROACH: Climb to 4400 direct EXETE and on track 027° to CRK NDB and hold.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (WEST) 133.35 263.0 (EAST)	118.3 278.3	121.9 348.6	127.55





CATEGORY	A	B	C	D
LNAV/VNAV DA	3000-1¾ 629 (700-1¾)			
LNAV MDA	3060/24 689 (700-½)		3060-1½ 689 (700-1½)	3060-1¾ 689 (700-1¾)
CIRCLING	3060-1 684 (700-1)		3060-2 684 (700-2)	3060-2¼ 684 (700-2¼)



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8199
CH 48801	072°	TDZE	2376
W07A		Apt Elev	2376

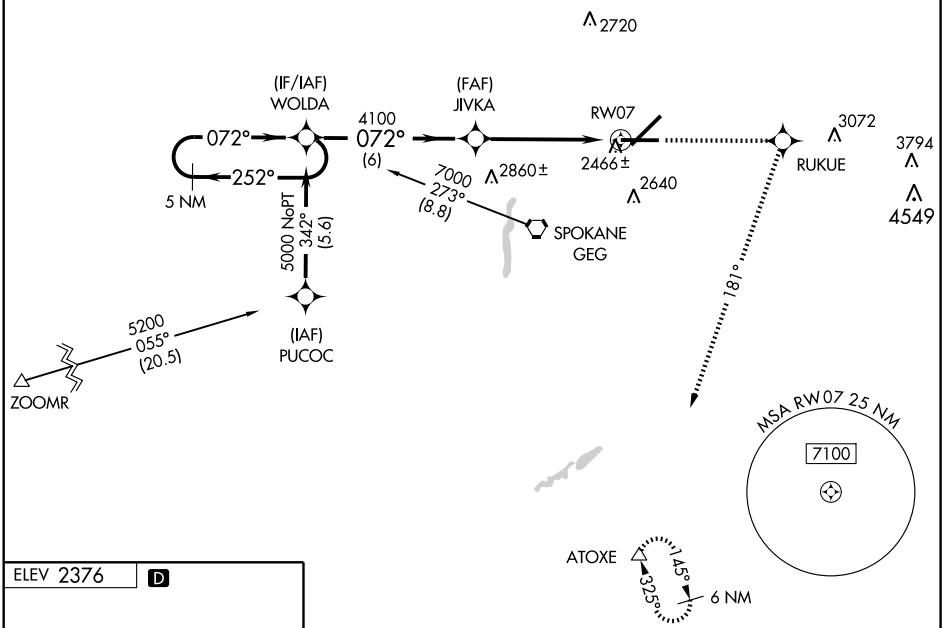
RNAV (GPS) RWY 7
SPOKANE INTL (GEG)

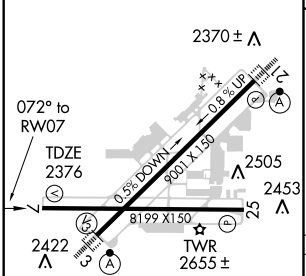
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6000 direct RUKUE and via 181° track to ATOXE and hold, continue climb-in-hold to 6000.

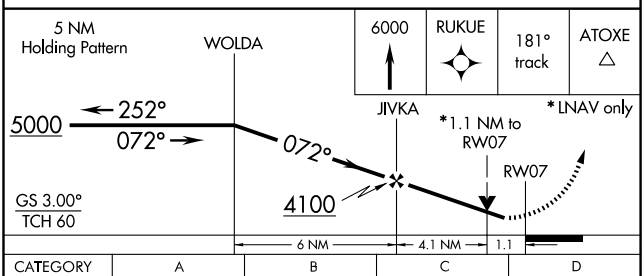
ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (WEST) 133.35 263.0 (EAST)	118.3 278.3	121.9 348.6	127.55

Procedure NA for arrivals at GEG VORTAC via V120 northbound.





TDZ/CL Rwys 3 and 21
REIL Rwys 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25



CATEGORY	A	B	C	D
LPV DA	2626-1 250 (300-1)			
LNAV/VNAV DA	2786-1½ 410 (500-1½)			
LNAV MDA	2800-1 424 (500-1)		2800-1¼ 424 (500-1¼)	
CIRCLING	2960-1 584 (600-1)		2960-1½ 584 (600-1½)	2980-2 604 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9001
208°	TDZE	2346
	Apt Elev	2376

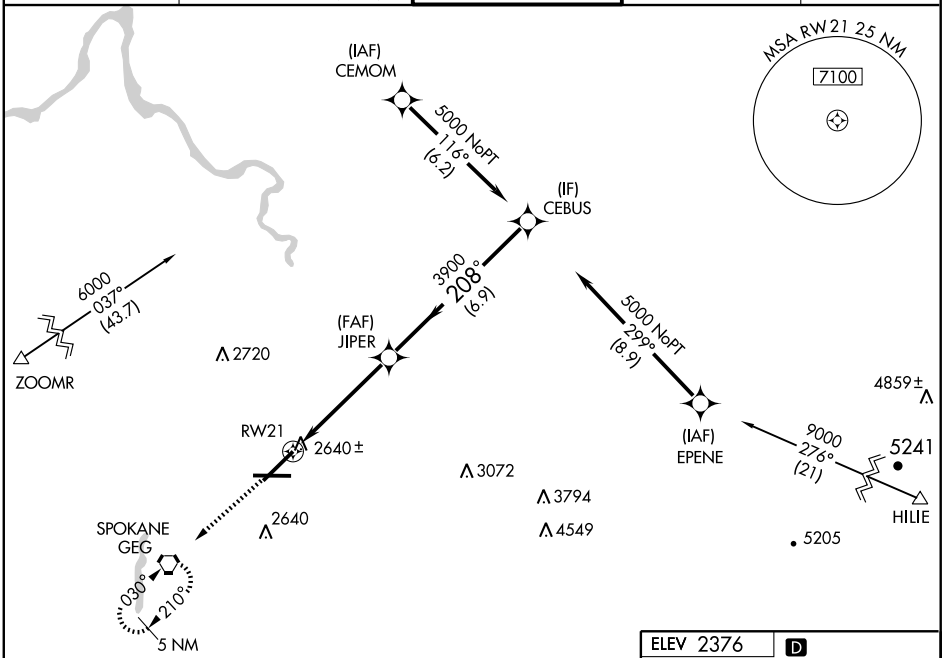
RNAV (GPS) RWY 21
SPOKANE INTL (GEG)

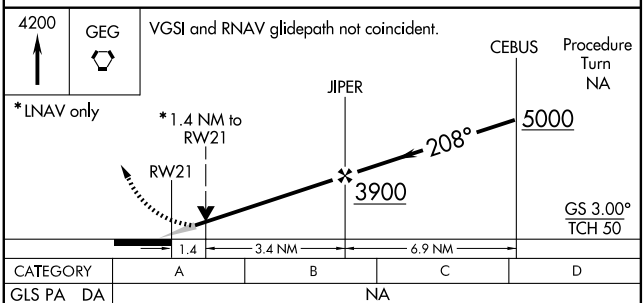
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.

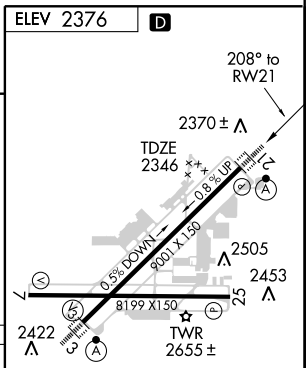
ALSF-2

MISSED APPROACH: Climb to 4200 direct GEG VORTAC and hold.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (WEST) 133.35 263.0 (EAST)	118.3 278.3	121.9 348.6	127.55







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2720/50 374 (400-1)			2720/50 374 (400-1)
LNAV MDA	2800/24 454 (500-½)		2800/40 454 (500-¾)	2800/50 454 (500-1)
CIRCLING	2960-1 584 (600-1)	2960-1 584 (600-1)	2960-1½ 584 (600-1½)	2980-2 604 (700-2)

TDZ/CL Rwys 3 and 21
REIL Rwys 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8199
CH 93501	253°	TDZE	2372
W25A		Apt Elev	2376

RNAV (GPS) RWY 25

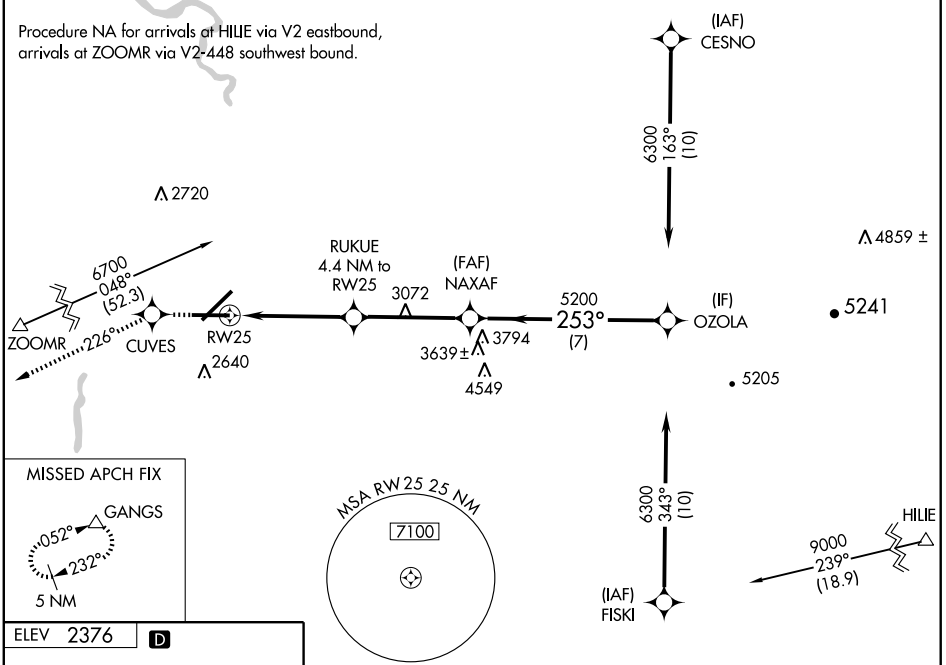
SPOKANE INTL (GEG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

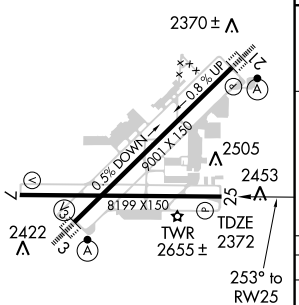
MISSED APPROACH: Climb to 5000 direct CUVES and via 226° track to GANGS and hold.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (WEST) 133.35 263.0 (EAST)	118.3 278.3	121.9 348.6	127.55

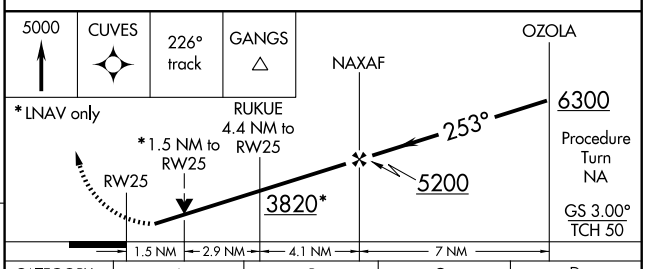
Procedure NA for arrivals at HILIE via V2 eastbound, arrivals at ZOOMR via V2-448 southwest bound.



ELEV 2376 D



TDZ/CL Rwys 3 and 21
REIL Rwys 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25



CATEGORY	A	B	C	D
LPV DA	2704-1¼ 332 (400-1¼)			
LNAV/VNAV DA	2782-1½ 410 (500-1½)			
LNAV MDA	2900-1 528 (600-1)		2900-1½ 528 (600-1½)	2900-1¾ 528 (600-1¾)
CIRCLING	2960-1 584 (600-1)		2960-1½ 584 (600-1½)	2980-2 604 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

SPOKANE NINE DEPARTURE

(GEG9.GEG) 10154

SPOKANE, WASHINGTON

SPOKANE INTL (GEG)

TAKE-OFF OBSTACLE NOTES

Rwy 3: Multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL.

Rwy 21: Tree 3391' from DER, 1315' right of centerline, 100' AGL/2466' MSL. Pole 2655' from DER, 1121' left of centerline, 42' AGL/2446' MSL.

ATIS 124.325 254.375
CLNC DEL 127.55
GND CON 121.9 348.6
SPOKANE TOWER 118.3 278.3

10 NM

025°

205°

205°

120°

R-052

V120-448

R-073

V2

N

WHATCOM
113.0 HUH
Chan 77
N48°56.72' - W122°34.76'
L-1, H-1

SPOKANE
115.5 GEG
Chan 102
N47°33.90' - W117°37.61'
L-13, H-1

COEUR D'ALENE
108.8 COE
Chan 25
N47°46.42' - W116°49.24'
L-13

EPHRATA
112.6 EPH
Chan 73
N47°22.68' - W119°25.44'
L-13, H-1

MOSES LAKE
115.0 MWH
Chan 97
N47°12.65' - W119°19.01'
L-13, H-1

MULLAN PASS
117.8 MLP
Chan 125
N47°27.42' - W115°38.76'
L-13, H-1

EAST DEPARTURE
133.35 263.0

WEST DEPARTURE
123.75 282.25

PULLMAN
109.0 PUW
Chan 27
N46°40.46'
W117°13.41'
L-13

PASCO
108.4 PSC
Chan 21
N46°15.78'
W119°06.94'
L-13

NEZ PERCE
108.2 MQG
Chan 19
N46°22.89' - W116°52.17'
L-13

YAKIMA
116.0 YKM
Chan 107
N46°34.22' - W120°26.68'
L-13, H-1

WALLA WALLA
116.4 ALW
Chan 111
N46°05.22' - W118°17.55'
L-13

PENDLETON
114.7 PDT
Chan 94
N45°41.91' - W118°56.32'
L-13, H-1

TAKE-OFF MINIMUMS

Rwys 3, 7, 21: Standard.

Rwy 25: Standard with minimum ATC climb of 400' per NM to 2800.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

SPOKANE NINE DEPARTURE

(GEG9.GEG) 10154

SPOKANE, WASHINGTON

SPOKANE INTL (GEG)

SL-403 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Turn left heading 025°, expect radar vectors to assigned airway/route. Thence....
TAKE-OFF RUNWAY 7: Turn right heading 120°, expect radar vectors to assigned airway/route. Thence....
TAKE-OFF RUNWAY 21: Turn left heading 205°, expect radar vectors to assigned airway/route. Thence....
TAKE-OFF RUNWAY 25: Turn left heading 205°, expect radar vectors to assigned airway/route. Thence....

....maintain 12000′ or assigned lower altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: Climb direct GEG VORTAC before proceeding on course. Cross GEG VORTAC at or above: NE-bound V120-448 3900′; E-bound V2 4200′. Aircraft departing RWY 3, if not in contact with ATC within 10 NM after takeoff, turn left direct GEG VORTAC, cross GEG VORTAC at or above 4200′, thence via assigned fix/route.

NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC GEG 115.5 Chan 102	APP CRS 028°	Rwy Idg 9001 TDZE 2371 Apt Elev 2376

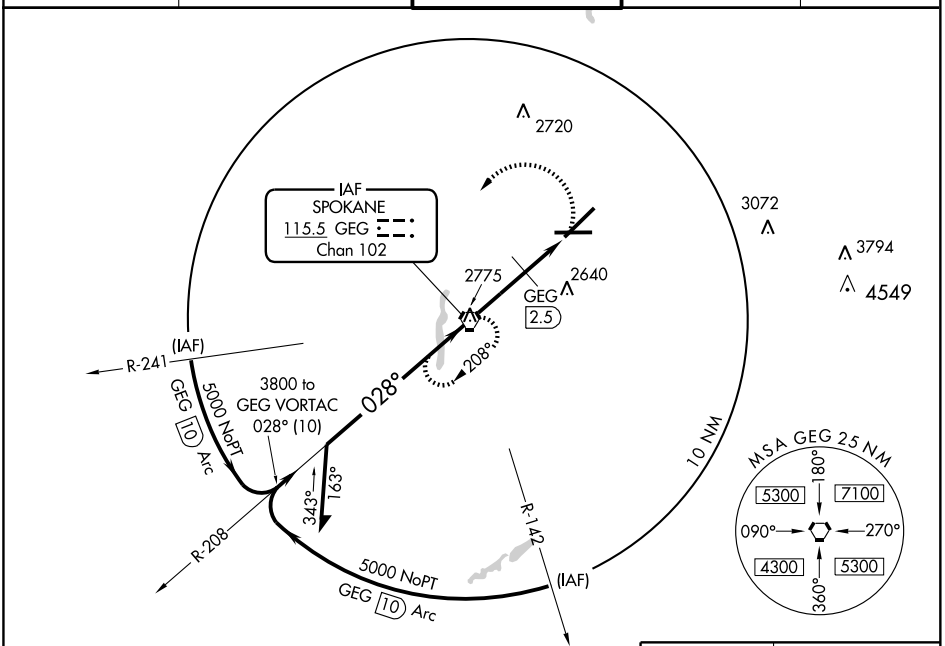
VOR RWY 3
SPOKANE INTL (GEG)

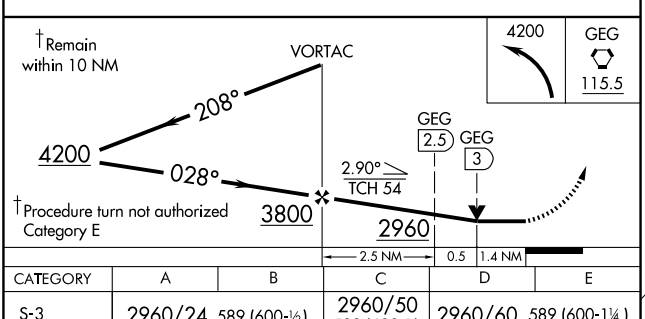
Circling Southeast of Rwy 3-21 not authorized Category E.

ALSF-2

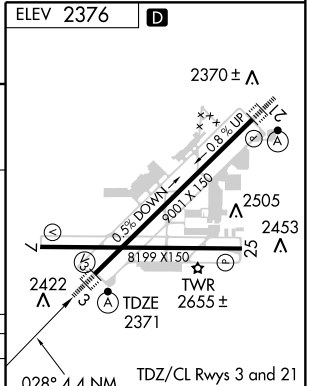
MISSED APPROACH: Climbing left turn to 4200 direct to GEG VORTAC and hold.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (WEST) 133.35 263.0 (EAST)	118.3 278.3	121.9 348.6	127.55





CATEGORY	A	B	C	D	E
S-3	2960/24 589 (600-½)		2960/50 589 (600-1)	2960/60 589 (600-1¼)	
CIRCLING	2960-1 584 (600-1)		2960-1½ 584 (600-1½)	2960-2 584 (600-2)	3080-2½ 704 (800-2½)
DME MINIMA					
S-3	2880/24 509 (600-½)		2880/50 509 (600-1)	2880/60 509 (600-1¼)	



TDZ/CL Rwys 3 and 21
REIL Rwys 7 and 25
HIRL Rwy 3-21
MIRL Rwy 7-25

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

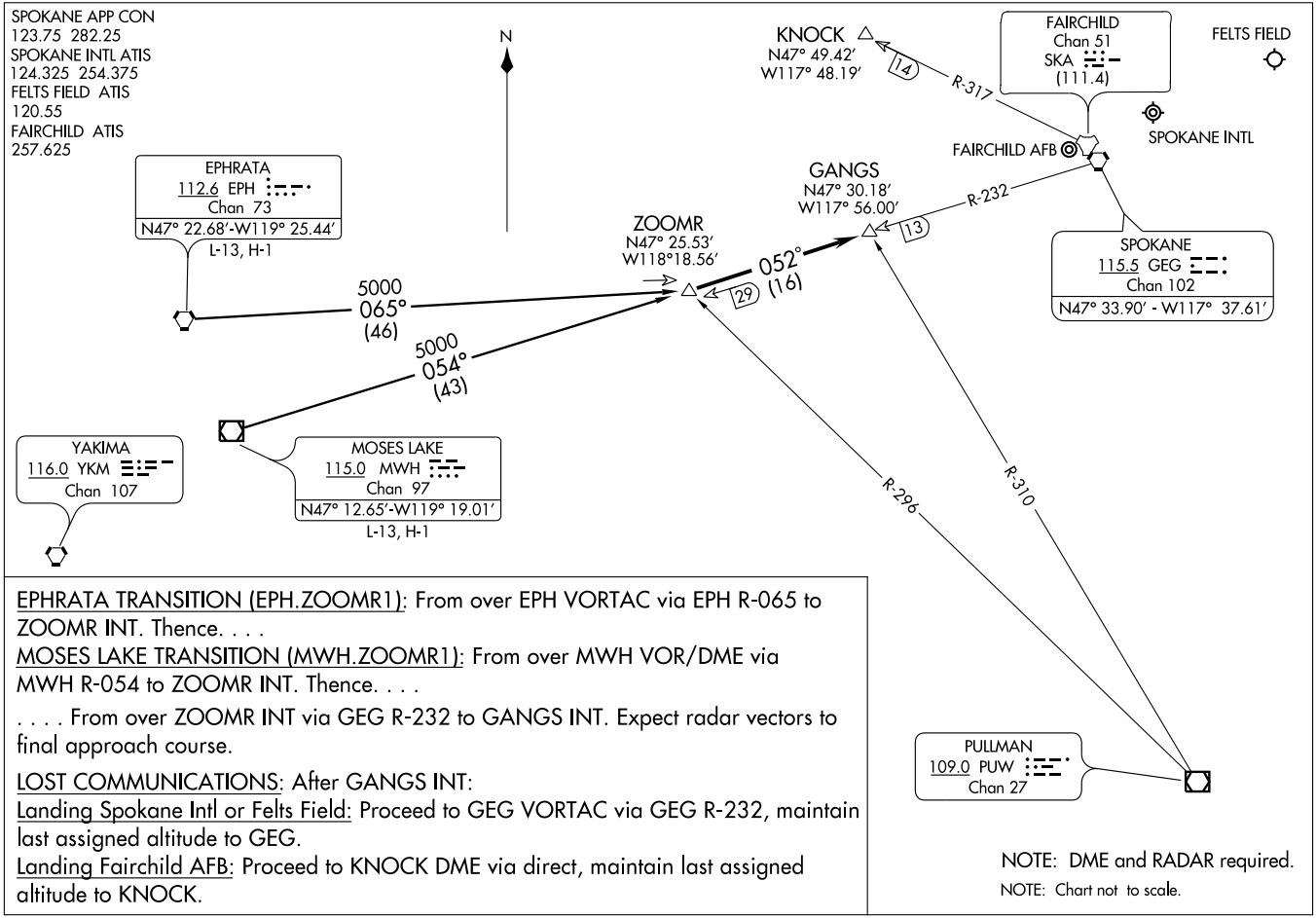
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ZOOMR ONE ARRIVAL (ZOOMR.ZOOMR1)

10042

ZOOMR ONE ARRIVAL (ZOOMR.ZOOMR1)

SPOKANE, WASHINGTON



EPHRATA TRANSITION (EPH.ZOOMR1): From over EPH VORTAC via EPH R-065 to ZOOMR INT. Thence. . . .

MOSES LAKE TRANSITION (MWH.ZOOMR1): From over MWH VOR/DME via MWH R-054 to ZOOMR INT. Thence. . . .

. . . . From over ZOOMR INT via GEG R-232 to GANGS INT. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: After GANGS INT:

Landing Spokane Intl or Felts Field: Proceed to GEG VORTAC via GEG R-232, maintain last assigned altitude to GEG.

Landing Fairchild AFB: Proceed to KNOCK DME via direct, maintain last assigned altitude to KNOCK.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

AIRPORT DIAGRAM

AL-402 (FAA)

SPOKANE/ FELTS FIELD (SFF)
SPOKANE, WASHINGTON

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

SPOKANE

FELTS FLD (SFF) 4 NE UTC−8(−7DT) N47°40.97′ W117°19.35′

SEATTLE
L–13B
IAP, AD

1953 B S4 **FUEL** 100LL, JET A1 + OX 3, 4 LRA NOTAM FILE SFF

RWY 03L–21R: H4500X150 (CONC) S–30 MIRL

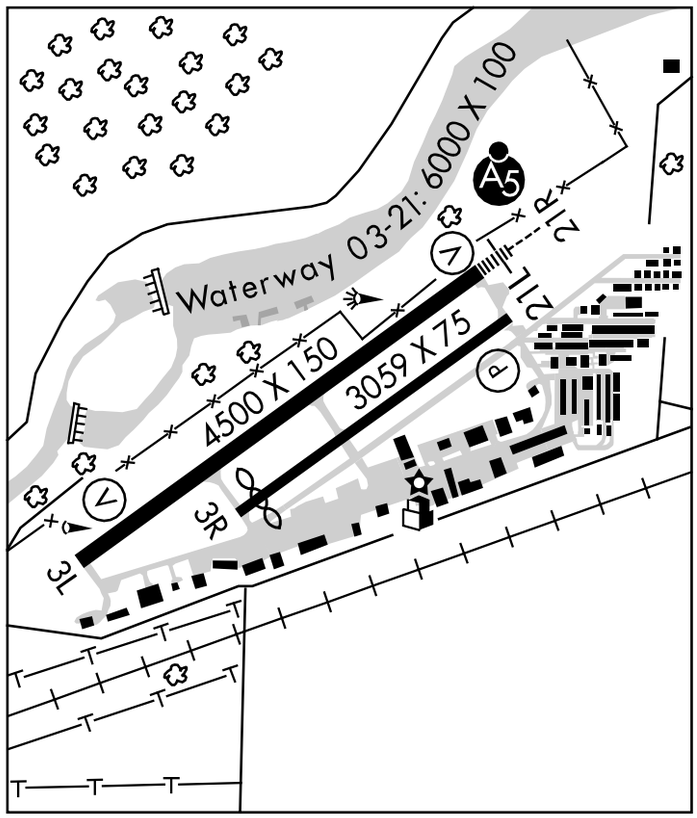
RWY 03L: REIL. VASI(V4L)—GA 3.0° TCH 50′. Road.

RWY 21R: MALSR. VASI(V4R)—GA 3.5° TCH 44′. Tree. Rgt tfc.

RWY 03R–21L: H3059X75 (ASPH) S–30

RWY 03R: Thld dsplcd 415′. Bldg. Rgt tfc.

RWY 21L: PAPI(P4L)—GA 3.8° TCH 42′. Trees.



AIRPORT REMARKS: Attended 1500–0200Z‡. Waterfowl and birds on and invof arpt. Lgtd crane 1953′MSL (200′ AGL) 1.25 NM east indef. Acft with tail heights over 20′ must ctc ATCT prior to taxi. Twr unable to provide ATC svc on perimeter twy due to movement of uncontrolled ground tfc. PPR for rotorwing acft conducting hover ops above 10′ AGL in non–movement area ctc twr. Obstacle free area for Twy A is delineated with a green line. Rwy 21L PAPI unusable byd 5° either side of centerline within 4 NM of thld. When twr clsd ACTIVATE MIRL Rwy 03L–21R, MALSR Rwy 21R and REIL 03L–CTAF. VASI Rwy 03L and VASI Rwy 21R opr continuously. PAPI Rwy 21L opr SR–SS. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (509) 535–3290. **HIWAS**

COMMUNICATIONS: CTAF 132.5 **ATIS** 120.55 **UNICOM** 122.95

SPOKANE RCO 122.65 122.55 122.2 (SEATTLE RADIO)

Ⓡ **SPOKANE APP/DEP CON** 133.35

TOWER 132.5 (1400–0400Z‡) **GND CON** 121.7

AIRSPACE: CLASS D svc 1400–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 039° 14.2 NM to fld. 2755/21E. **HIWAS.**

ILS/DME 111.7 I–FLZ Chan 54 Rwy 21R. LOC only. Localizer unusable 0.2 NM from rwy threshold. DME unusable 15° right of course.

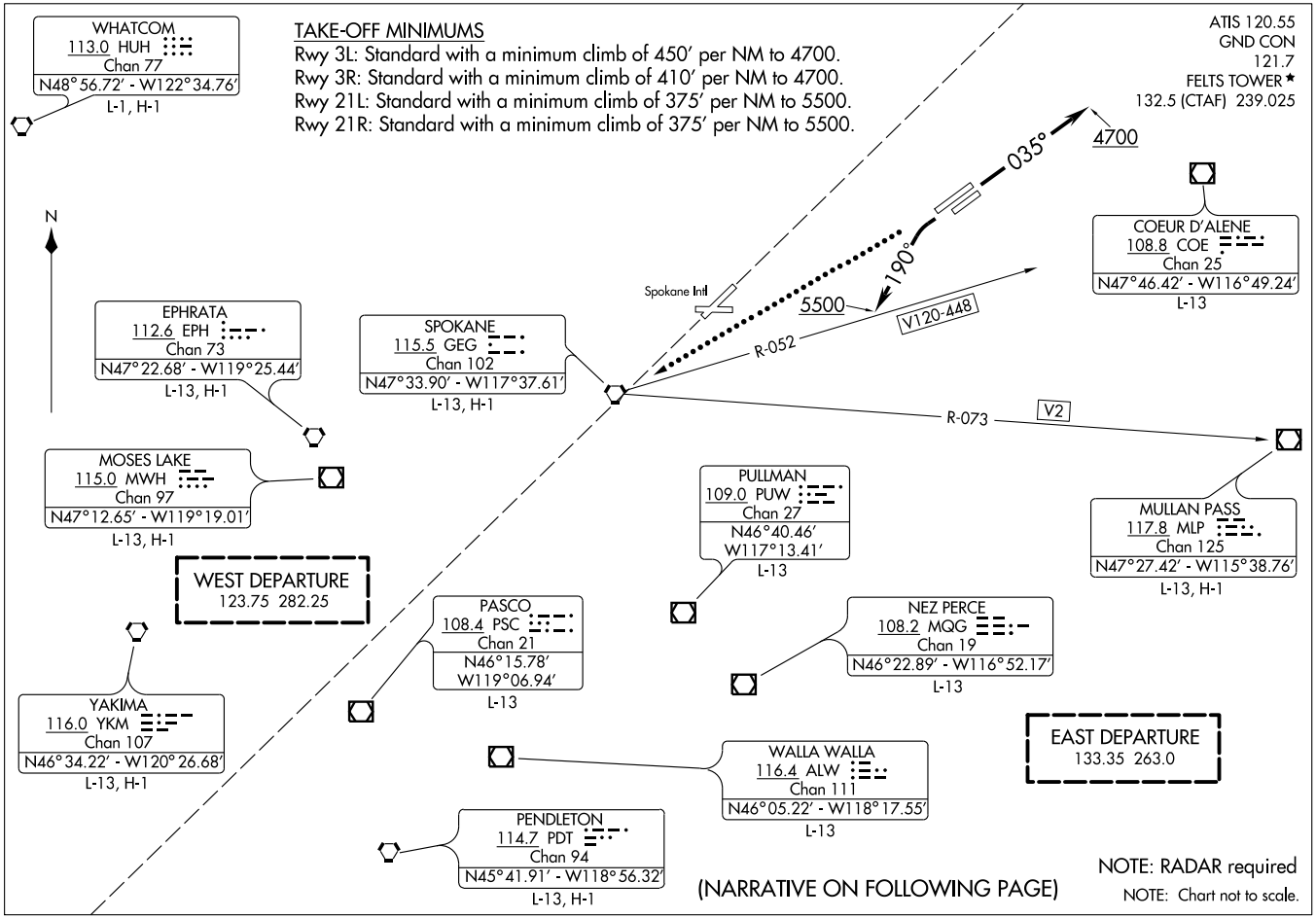
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

• • • •

10098

FELTS TWO DEPARTURE

SPOKANE, WASHINGTON
SPOKANE/FELTS FIELD (SFT)



SL-402 (FAA)

10098
FELTS TWO DEPARTURE
SPOKANE, WASHINGTON
SPOKANE/FELTS FIELD (SFT)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3L/R: Climb heading 035° to 4700, expect RADAR vectors to assigned airway/route. Thence....
TAKE-OFF RUNWAY 21L/R: Climbing left turn heading 190° to 5500, expect RADAR vectors to assigned airway/route. Thence....

....maintain 12000′ or assigned lower altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: Climb direct GEG VORTAC before proceeding on course. Cross GEG VORTAC at or above: NE-bound V120-448 and E-bound V2 5200′.

TAKE-OFF OBSTACLE NOTES

Rwy 3L: Trees beginning 1853′ from DER, 772′ right of centerline, up to 100′ AGL/2037′ MSL.
Trees beginning 3538′ from DER, 529′ left of centerline, up to 100′ AGL/2339′ MSL.
Antenna, trees and transmission poles beginning 1.5 NM from DER, 16′ left of centerline, up to 100′ AGL/2579′ MSL.
Trees beginning 2.3 NM from DER, 723′ right of centerline, up to 100′ AGL/2499′ MSL.

Rwy 3R: Hangar, NDB, and trees beginning 92′ from DER, 269′ right of centerline, up to 100′ AGL/2040′ MSL.
Trees beginning 4685′ from DER, 1033′ left of centerline, up to 100′ AGL/2339′ MSL
Antenna, trees and transmission poles beginning 1.6 NM from DER, 525′ left of centerline, up to 100′ AGL/2559′ MSL.
Trees and transmission poles beginning 2.6 NM from DER, 214′ right of centerline, up to 150′ AGL/2570′ MSL.

Rwy 21L: Elevator, pole on building and trees beginning 315′ from DER, 302′ left of centerline, up to 140′ AGL/2080 MSL.

Rwy 21R: Poles and trees beginning 188′ from DER, 13′ right of centerline, up to 100′ AGL/1982′ MSL.
Elevator, pole hangar and building beginning 203′ from DER, 1′ left of centerline, up to 140′ AGL/2080′ MSL.
Terrain and trees beginning 3.1 NM from DER, 4904′ left of centerline, up to 100′ AGL/2559′ MSL.

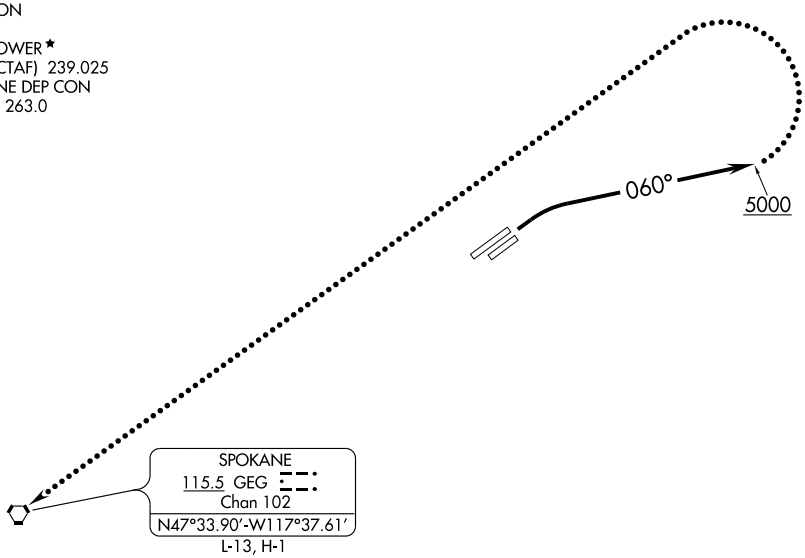
NW-1, 26 AUG 2010 to 23 SEP 2010

HAYDEN TWO DEPARTURE

SL-402 (FAA)

SPOKANE/FELTS FIELD (SFF)
SPOKANE, WASHINGTON

ATIS 120.55
GND CON
121.7
FELTS TOWER ★
132.5 (CTAF) 239.025
SPOKANE DEP CON
133.35 263.0



NOTE: RADAR required.

TAKE-OFF MINIMUMS
Rwy 21L/21R: NA- ATC.
Rwy 3L/3R: Standard with minimum climb of 410′ per NM to 5000.

TAKE-OFF OBSTACLE NOTES
Rwy 3L: Trees beginning 1853′ from DER, 772′ right of centerline, up to 100′ AGL/2037′ MSL.
Trees beginning 3538′ from DER, 529′ left of centerline, up to 100′ AGL/2339′ MSL.
Antenna, trees and transmission poles beginning 1.5 NM from DER, 16′ left of centerline, up to 100′ AGL/2579′ MSL.
Trees beginning 2.3 NM from DER, 723′ right of centerline, up to 100′ AGL/2499′ MSL.

Rwy 3R: Hangar, NDB, and trees beginning 92′ from DER, 269′ right of centerline, up to 100′ AGL/2040′ MSL.
Trees beginning 4685′ from DER, 1033′ left of centerline, up to 100′ AGL/2339′ MSL
Antenna, trees and transmission poles beginning 1.6 NM from DER, 525′ left of centerline, up to 100′ AGL/2559′ MSL.
Trees and transmission poles beginning 2.6 NM from DER, 214′ right of centerline, up to 150′ AGL/2570′ MSL.

NOTE: Chart not to scale.

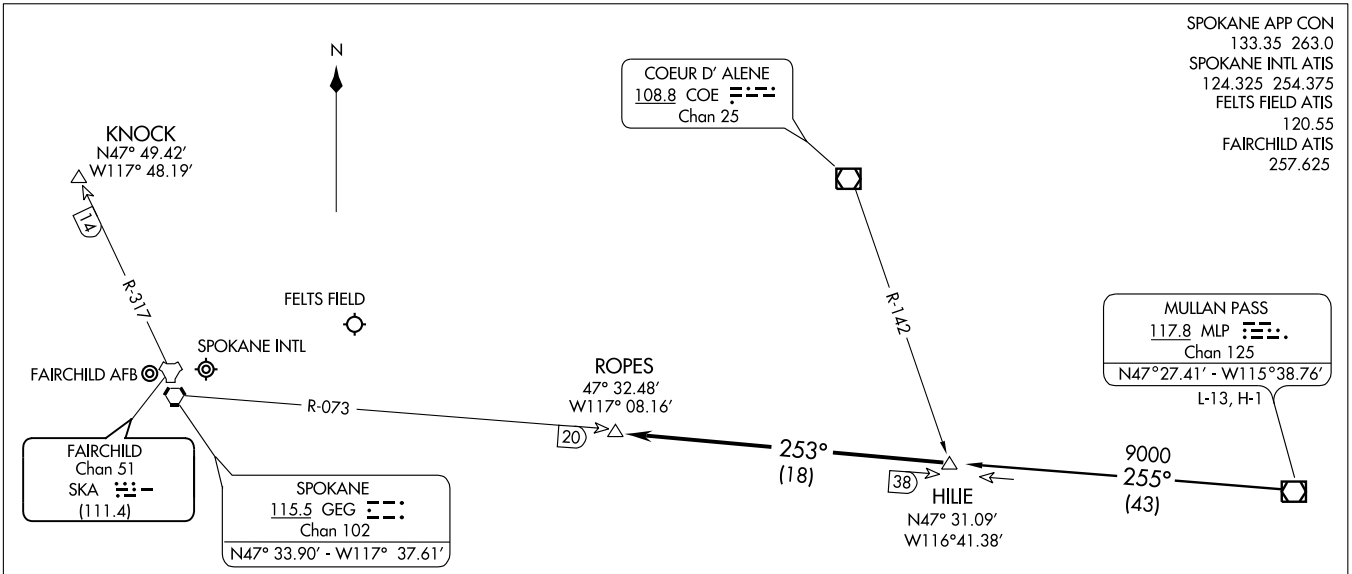
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 3L/R: Climbing right turn heading 060° to 5000′.
Expect RADAR vectors to (assigned route) or (fix).

LOST COMMUNICATIONS: If not in radio contact with departure control after leaving 3000′, continue climb to 5000′, then turn left, proceed direct to GEG VORTAC and thence proceed on course.

NW-1, 26 AUG 2010 to 23 SEP 2010

HILIE ONE ARRIVAL (HILIE.HILIE1)



MULLAN PASS TRANSITION (MLP.HILIE1): From over MLP VOR/DME via MLP R-255 to HILIE INT. Thence. . . .

. . . .From over HILIE INT via GEG R-073 to ROPES INT. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: After ROPES INT:
Landing Spokane Intl or Felts Field: Proceed to GEG VORTAC via GEG R-073, maintain last assigned altitude to GEG.
Landing Fairchild AFB: Proceed to KNOCK DME via direct, maintain last assigned altitude to KNOCK.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

HILIE ONE ARRIVAL (HILIE.HILIE1)

10042

SPOKANE, WASHINGTON

LOC/DME I-FLZ	APP CRS	Rwy Idg	4500
111.7	218°	TDZE	1953
Chan 54		Apt Elev	1953

ILS/DME RWY 21R

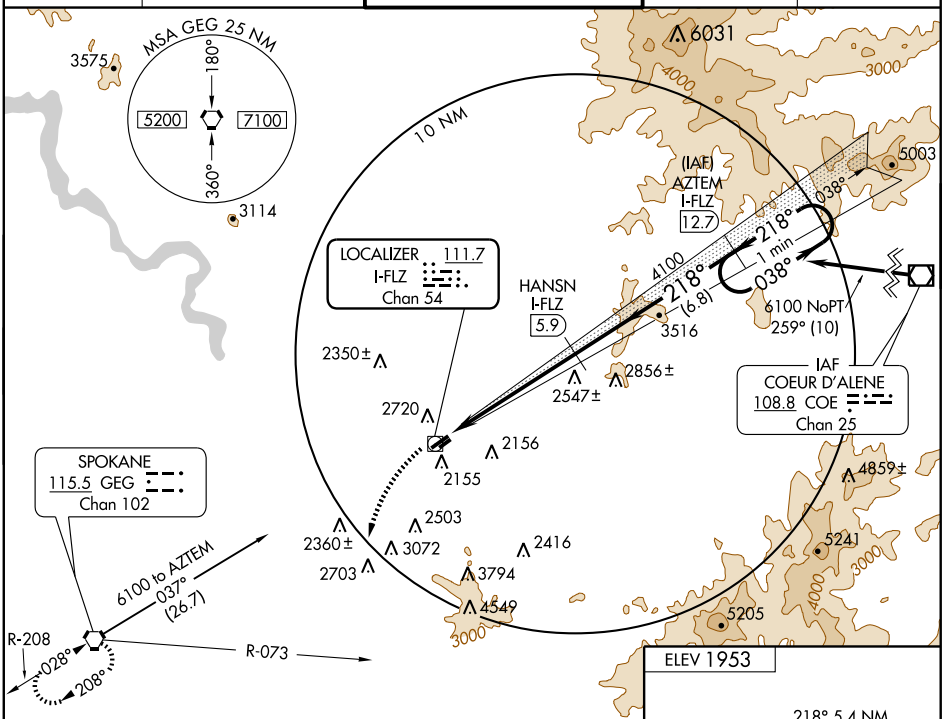
SPOKANE / FELTS FIELD (SFF)

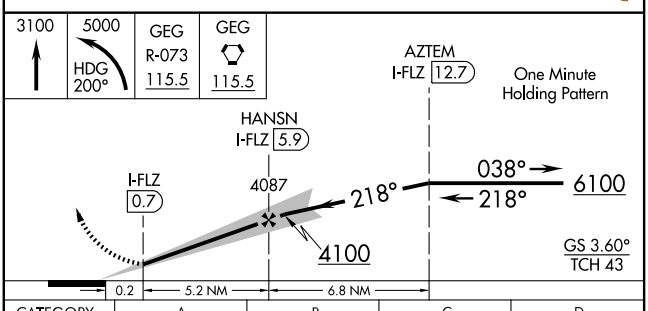
Circling not authorized northwest of Rwy 3L-21R. Inoperative table does not apply.

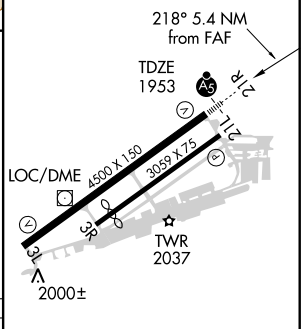
MALSR

MISSED APPROACH: Climb to 3100 then climbing left turn to 5000 via heading 200° and GEG R-073 to GEG VORTAC and hold.

ATIS	SPOKANE APP CON	FELTS TOWER ★	GND CON	UNICOM
120.55	133.35 263.0	132.5 (CTAF) L 239.025	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 21R	2223-¾ 270 (300-¾)			NA
S-LOC 21R	2860-1¼ 907 (1000-1¼)		2860-2¾ 907 (1000-2¾)	NA
CIRCLING	2860-1¼ 907 (1000-1¼)		2860-2¾ 907 (1000-2¾)	NA

REIL Rwy 3L L
MIRL Rwy 3L-21R L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	N/A
251°	TDZE	N/A
	Apt Elev	1953

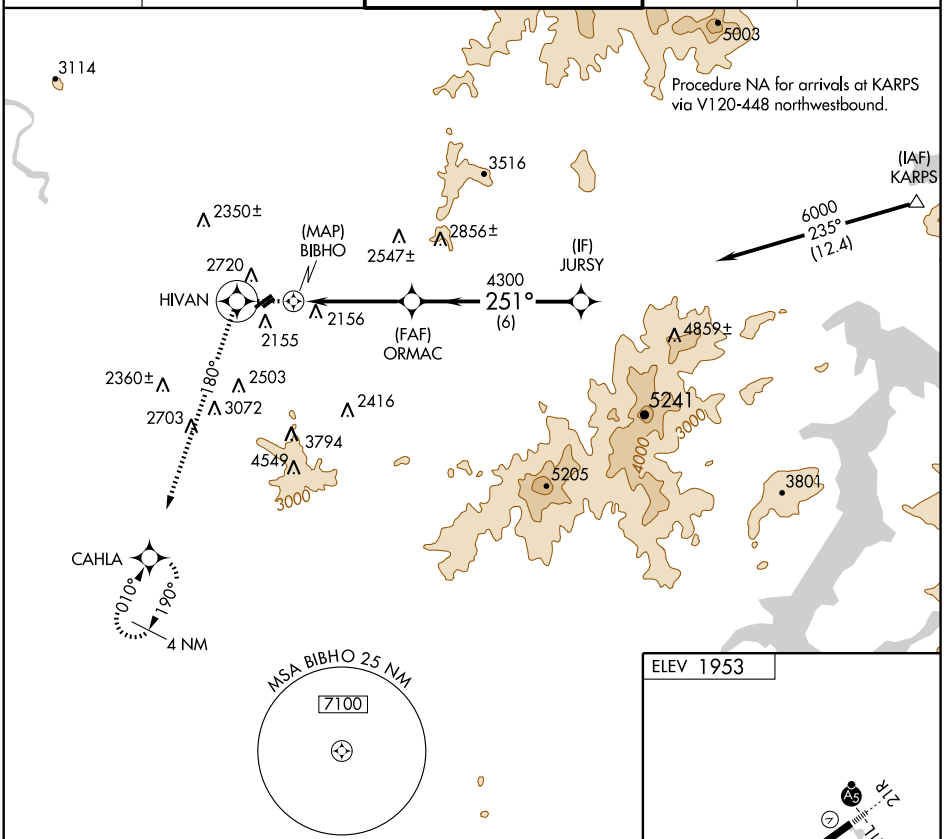
RNAV (GPS)-A

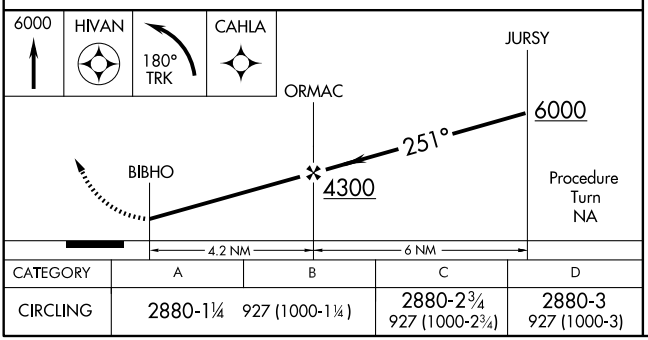
SPOKANE / FELTS FIELD (SFF)

DME/DME RNP- 0.3 NA.
Circling NA northwest of Rwy 3L-21R.

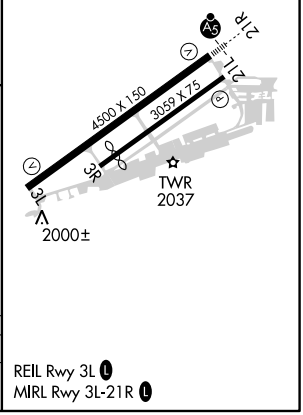
MISSED APPROACH: Climb to 6000 direct HIVAN and left turn via 180° track to CAHLA and hold.

ATIS	SPOKANE APP CON	FELTS TOWER ★	GND CON	UNICOM
120.55	133.35 263.0	132.5 (CTAF) L 239.025	121.7	122.95





CATEGORY	A	B	C	D
CIRCLING	2880-1¼ 927 (1000-1¼)		2880-2¾ 927 (1000-2¾)	2880-3 927 (1000-3)



REIL Rwy 3L L
MIRL Rwy 3L-21R L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4500
035°	TDZE	1945
	Apt Elev	1953

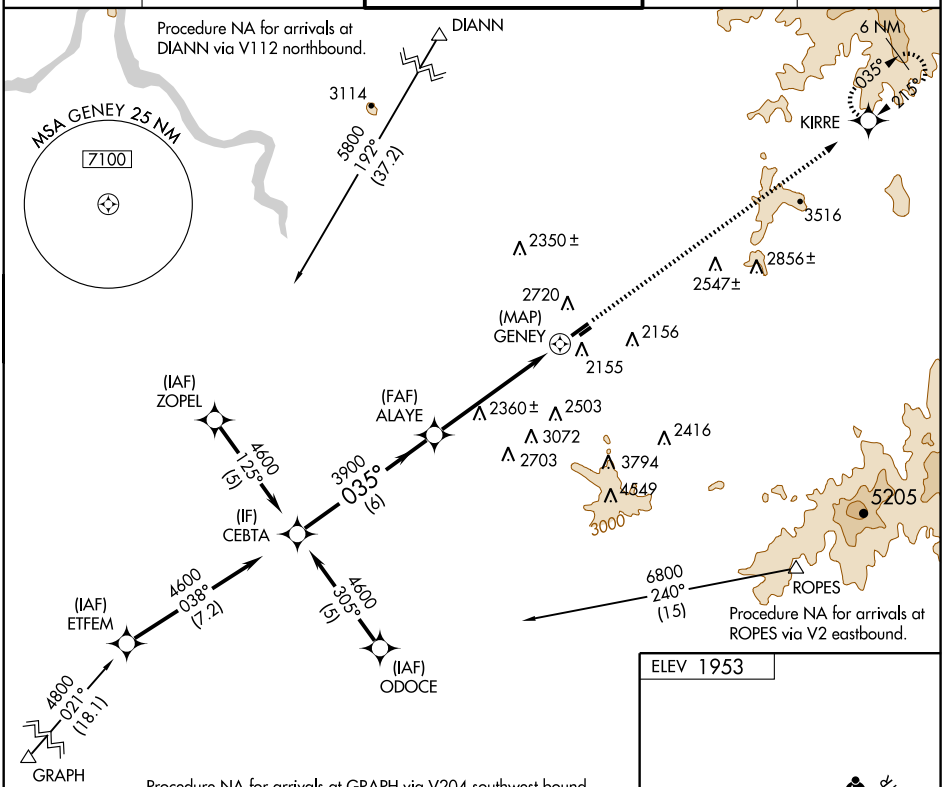
RNAV (GPS) RWY 3L

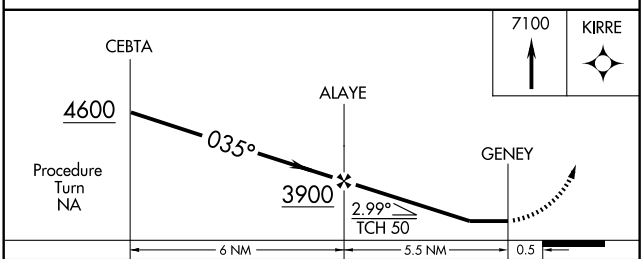
SPOKANE / FELTS FIELD (SFF)

Circling NA northwest of Rwy 3L-21R.
Circling NA at night to Rwy 3R-21L.
DME/DME RNP- 0.3 NA.

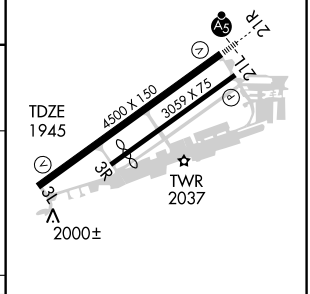
MISSED APPROACH: Climb to 7100 direct KIRRE and hold.

ATIS	SPOKANE APP CON	FELTS TOWER ★	GND CON	UNICOM
120.55	133.35 263.0	132.5 (CTAF) L 239.025	121.7	122.95





CATEGORY	A	B	C	D
LNAV MDA	2880-1¼	935 (1000-1¼)	2880-2¾ 935 (1000-2¾)	2880-3 935 (1000-3)
CIRCLING	2880-1¼	927 (1000-1¼)	2880-2¾ 927 (1000-2¾)	2880-3 927 (1000-3)



REIL Rwy 3L L
MIRL Rwy 3L-21R L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC GEG	APP CRS	Rwy Idg	4500
115.5	039°	TDZE	1945
Chan 102		Apt Elev	1953

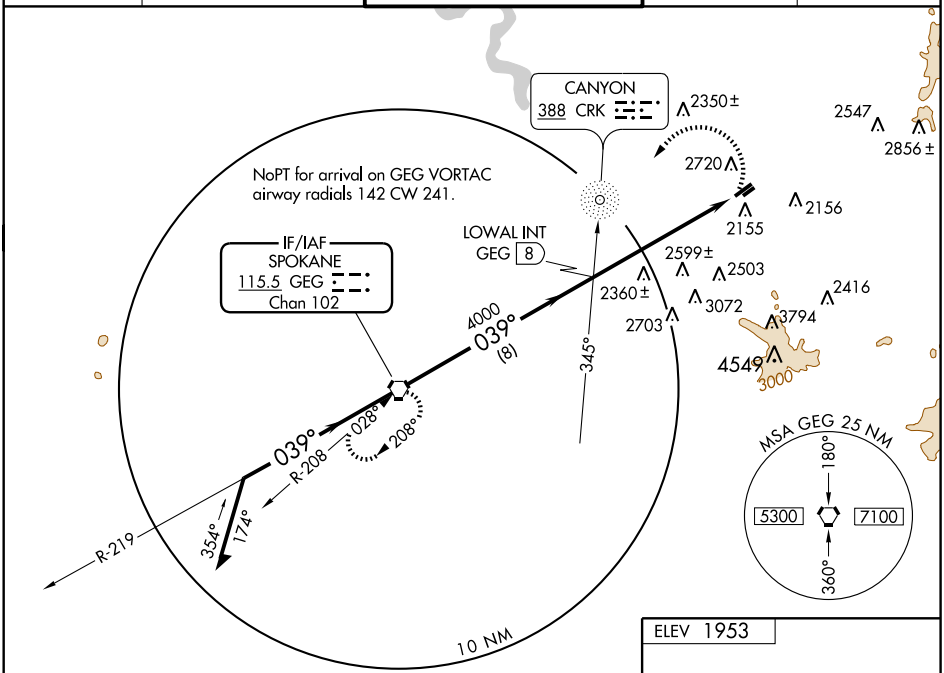
VOR RWY 3L

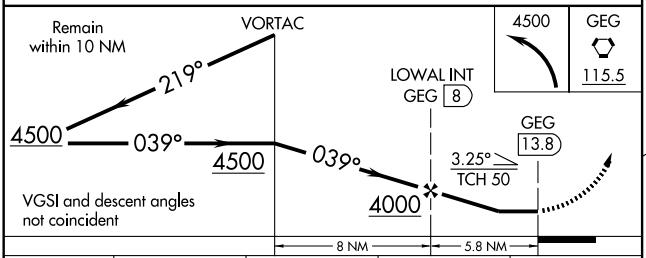
SPOKANE / FELTS FIELD (SFF)

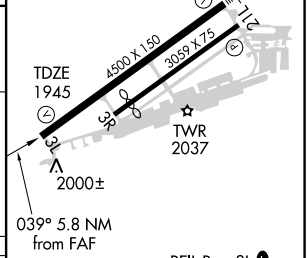
▼ Circling NA northwest of Rwy 3L-21R.
▲ Visibility reduction by helicopters NA.
ADF or DME required.
When local altimeter setting not received, use Spokane altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 4500 direct GEG VORTAC and hold.

ATIS	SPOKANE APP CON	FELTS TOWER ★	GND CON	UNICOM
120.55	133.35 263.0	132.5 (CTAF) L 239.025	121.7	122.95







CATEGORY	A	B	C	D
S-3L	2920-1¼ 975 (1000-1¼)	2920-1½ 975 (1000-1½)	2920-3 975 (1000-3)	
CIRCLING	2920-1¼ 967 (1000-1¼)	2920-1½ 967 (1000-1½)	2920-3 967 (1000-3)	

REIL Rwy 3L L
MIRL Rwy 3L-21R

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

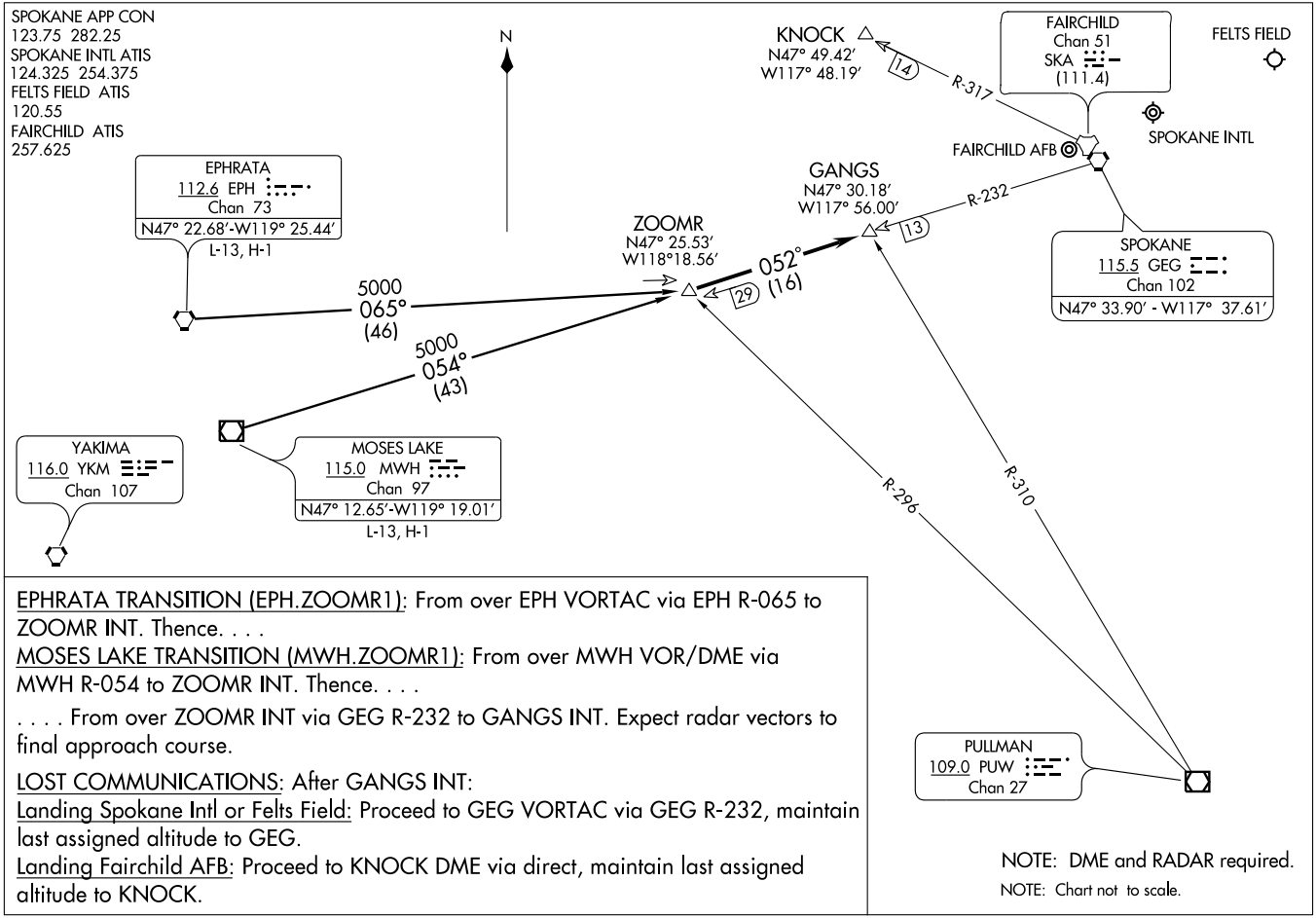
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ZOOMR ONE ARRIVAL (ZOOMR.ZOOMR1)

10042

ZOOMR ONE ARRIVAL (ZOOMR.ZOOMR1)

SPOKANE, WASHINGTON



EPHRATA TRANSITION (EPH.ZOOMR1): From over EPH VORTAC via EPH R-065 to ZOOMR INT. Thence. . . .

MOSES LAKE TRANSITION (MWH.ZOOMR1): From over MWH VOR/DME via MWH R-054 to ZOOMR INT. Thence. . . .

. . . . From over ZOOMR INT via GEG R-232 to GANGS INT. Expect radar vectors to final approach course.

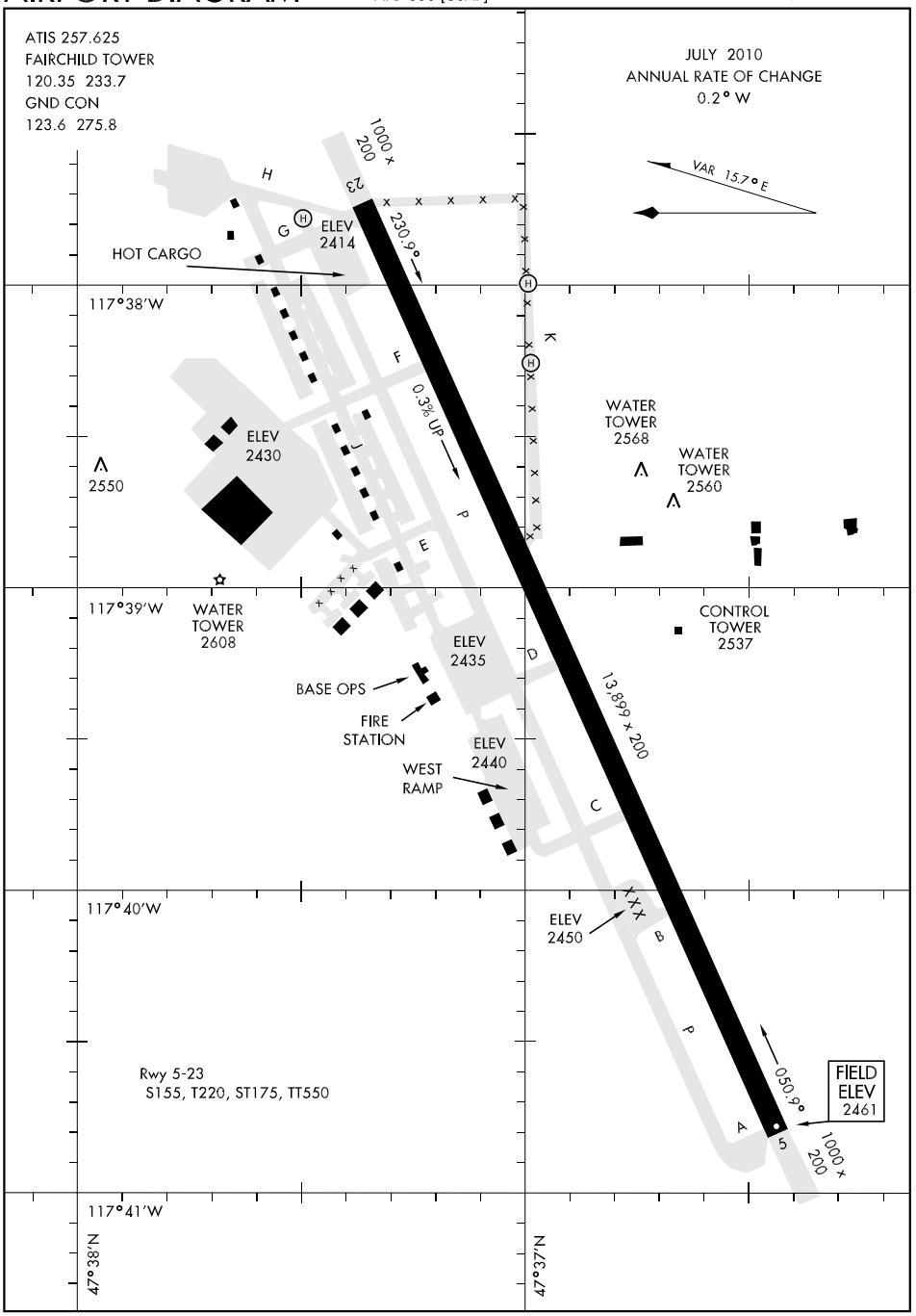
LOST COMMUNICATIONS: After GANGS INT:

Landing Spokane Intl or Felts Field: Proceed to GEG VORTAC via GEG R-232, maintain last assigned altitude to GEG.

Landing Fairchild AFB: Proceed to KNOCK DME via direct, maintain last assigned altitude to KNOCK.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

FAIRCHILD AFB (SKA)(KSKA) AF (ANG) 10 SW UTC−8(−7DT) N47°36.90′ W117°39.35′ **SEATTLE**
2461 B TPA—See Remarks AOE Class I, ARFF Index A NOTAM FILE SKA Not insp. **H–1C, L–13B**
RWY 05–23: H13899X200 (CONC) PCN 51 R/B/W/T HIRL CL **DIAP, AD**
RWY 05: ALSF1. TDZL. PAPI(P4L)—GA 3.0° TCH 51′. **RWY 23:** ALSF1. TDZL. PAPI(P4L). Rgt tfc.
MILITARY SERVICE: LGT Rwy 05 PAPI not coincidental with ILS/GS. Apch lighting system Rwy 05–23 NSTD. **JASU** (MA–1A) (A/M32A–86) (MC–1A) **FUEL** J8 **FLUID** SP PRESAIR; De–ice Not avbl for C5, C17; LOX **OIL** O–148–156 JOAP **TRAN ALERT** Svc weekdays 1500–0700Z‡, weekends clsd. Ctc Base Ops not later than 15 minutes out for svc required. Fleet svc avbl. No potable water svc.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** PPR includes scheduled AMC mission. 24 hr prior coordination required. All inbound passenger/cargo acft must ctc Command Post no later than 30 min prior to ldg. AMC acft opr rstd during Bird Watch Condition Moderate (tkf or ldg permission only when dep/arr route avoid identified bird activity, no local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without Operation Group Commander approval, practice circling apch not authorized for tran acft) ctc twr, PTD, or Command Post for current Bird Watch condition. Acft configured with explosives are not authorized. Cargo acft transporting explosives are authorized. Arpt unable to support acft transporting more than 13,000 to 32,000 pounds class 1.1 explosive cargo. First 1300′ Rwy 23/last 1300′ Rwy 05 rated poor. Use Twy F int for Rwy 23 dep unless mission requires full length. To max extent possible exit Twy F when ldf Rwy 05. Avoid ldg on first 1300′ of Rwy 23 unless wx dictates use of instrument apch. Dur taxi acft are to use idle thrust and limit the use of reverse thrust when opr on first 1300′ Rwy 23/last 1300′ Rwy 05. Practice circling apch not authorized for tran acft. Parachute jumping activity Fri 2030–2130Z‡, Ellington Drop Zone, 5000′ south of rwy. **CAUTION** Rwy edge lgts located 60′ from outside of side stripe. Uncontrolled vehicles on all twys and ramps. Helicopter opns within vicinity of Fairchild AFB. Departing acft remain at or blo 3700′ until dep end of rwy for protection of overhead pattern. Do not mistake Spokane Intl 4.5 NM east for Fairchild AFB. Phase II (the high bird potential haz time period) of the Bird Aircraft Safety Hazard program is in effect annually from May to Oct. Rwy 05–23 overruns rated poor. **TFC PAT** TPA—Rectangular 3700 (1239), overhead 4200(1739) **CSTMS/AG/IMG** – C509–247–5435/5439. **MISC** Air Evac/Tran acft ctc PTD 20 minutes prior to arrival. Base OPS DSN 657–5439/5202, C509–247–5439/5202. **ANG** Opr Mon–Fri 1515–2345Z‡, clsd weekend and holidays.
COMMUNICATIONS: SFA **ATIS** 257.625 **PTD** 130.0 372.2
Ⓡ **SPOKANE APP/DEP CON** 133.35 263.0 (026°–204°) 123.75 282.25 (205°–025°)
TOWER 120.35 233.7 **GND CON** 123.6 275.8
COMD POST (STRIKEHAWK) 311.0 321.0 **PMSV METRO** 234.8 Wx stn opr Mon–Thu 1300–1700Z‡. Fri hrs vary based on lcl flying, clsd weekend and hol. Full svc PMSV avbl via 25 OWS. AWOS in use. DSN 657–9010. C509–247–9010. Tran aircrew may ctc 25 OWS DSN 228–6598, or C520–228–6598 for wx briefing. When possible provide 2hr PN for all rqr briefings. **WASHINGTON ANG OPS** 293.7
AIRSPACE: CLASS C svc ctc **APP CON**.
RADIO AIDS TO NAVIGATION: NOTAM FILE SKA.
(L) TACAN SKA Chan 51 N47°36.64′ W117°39.74′ at fld. 2438/19E. No NOTAM MP Tue 1400–1700Z‡ (2000/3+1).
TACAN unusable:
110°–220° byd 20 NM blo 7,000′ 220°250° byd 30 NM blo 5,500′
110°–220° byd 30 NM blo 9,500′
ILS 110.3 I–FRC Rwy 05. Back course unusable. No NOTAM MP Wed and Thu 1400–1700Z‡ (2000/3+1).
ILS 110.3 I–SKA Rwy 23. Class IT. Back course unusable. No NOTAM MP Wed and Thu 1400–1700Z‡ (2000/3+1).
COMM/NAV/WEATHER REMARKS: Acft rqr SFA notify Seattle Center or Spokane App Con 20 minutes out on any published frequency.

FELTS FLD (See SPOKANE)

FERRY CO (See REPUBLIC)

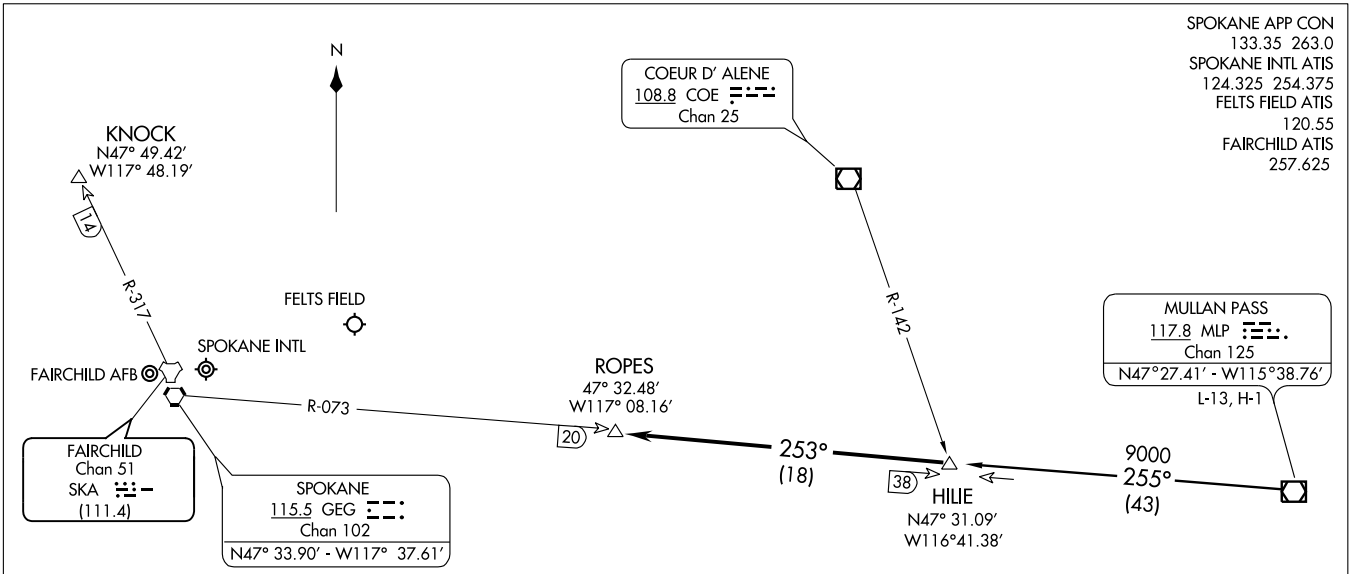
FIRSTAIR FLD (See MONROE)

FLOATHAVEN SPB (See BELLINGHAM)

FLY FOR FUN (See VANCOUVER)

FORKS (S18) 1 SW UTC−8(−7DT) N47°56.26′ W124°23.76′ **SEATTLE**
299 NOTAM FILE SEA
RWY 04–22: H2400X75 (ASPH) MIRL
RWY 04: REIL. Tree. **RWY 22:** REIL. Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt.
COMMUNICATIONS: CTAF 122.9

HILIE ONE ARRIVAL (HILIE.HILIE1)



MULLAN PASS TRANSITION (MLP.HILIE1): From over MLP VOR/DME via MLP R-255 to HILIE INT. Thence. . . .

. . . .From over HILIE INT via GEG R-073 to ROPES INT. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: After ROPES INT:
Landing Spokane Intl or Felts Field: Proceed to GEG VORTAC via GEG R-073, maintain last assigned altitude to GEG.
Landing Fairchild AFB: Proceed to KNOCK DME via direct, maintain last assigned altitude to KNOCK.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

HILIE ONE ARRIVAL (HILIE.HILIE1)

10042

SPOKANE, WASHINGTON

ILS or LOC RWY 5

FAIRCHILD AFB (KSKA)

LOC I-FRC	APCH CRS	Rwy Idg 13,899 / TDZE 2461 / Arpt Elev 2461
110.3	048°	AL-553 [USAF]

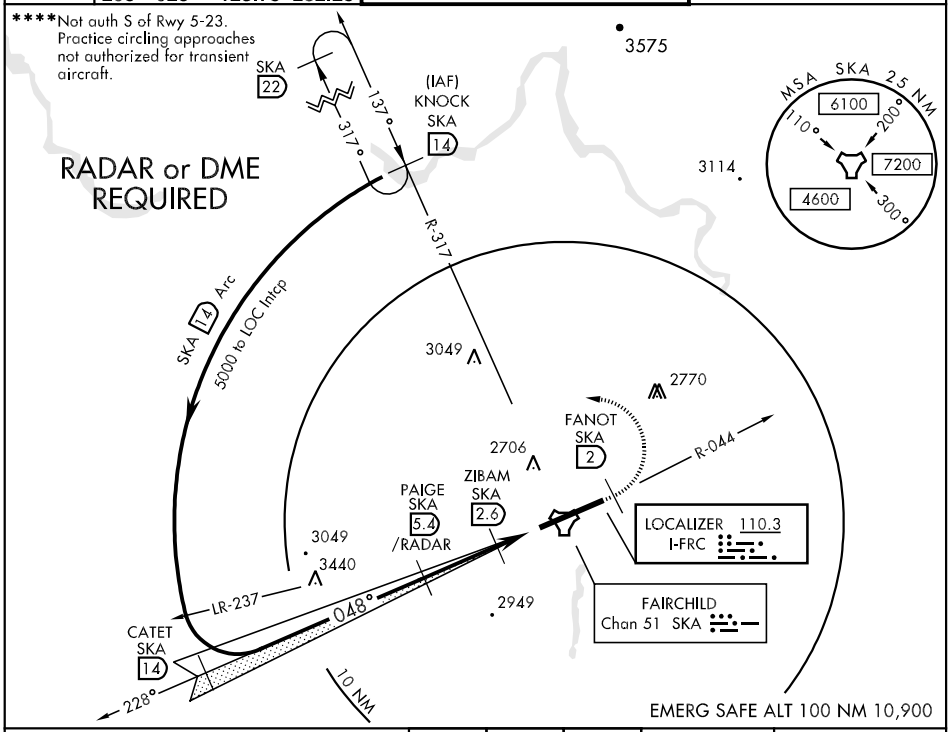
▼ *When ALS inop, increase vis to ¾ mile, RVR to 40. When TDZL/CL lights inop, increase CAT ABCD RVR to 24.
**When ALS inop increase vis to 1 mile, RVR to 50.
***When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT CD vis to 1¼ miles, RVR to 60, CAT E vis to 1½ miles.

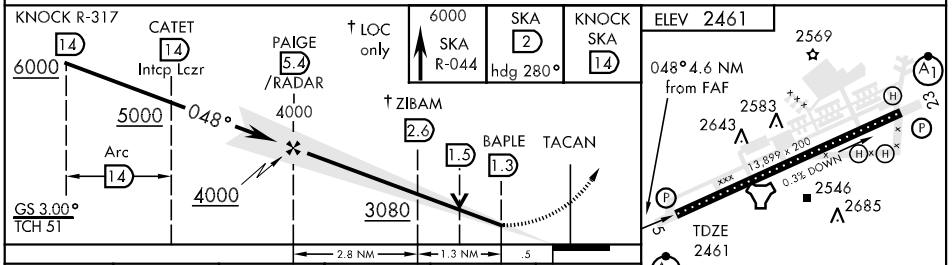
ALSF-1

MISSED APPROACH: Climb to 6000 via SKA R-044. At SKA 2 DME turn left hdg 280° to intcp SKA R-317 to KNOCK and hold, continue climb in hold to 6000.

ATIS	SPOKANE APP CON	FAIRCHILD TOWER	GND CON
257.625	026°-204° 133.35 263.0 205°-025° 123.75 282.25	120.35 233.7	123.6 275.8

****Not auth S of Rwy 5-23. Practice circling approaches not authorized for transient aircraft.





CATEGORY	A	B	C	D	E
S-ILS 5 *	2661/18 200 (200-½)				2661/24 200 (200-½)
S-LOC/ ** DME 5	2740/24 279 (300-½)		2740/40 279 (300-¾)		
S-LOC 5***	2880/24 419 (500-½)		2880/40 419 (500-¾)		2880/50 419 (500-1)
CIRCLING ****	3480-1¼ 1019 (1100-1¼)	3480-1½ 1019 (1100-1½)	3480-3 1019 (1100-3)		

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NW-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 23

FAIRCHILD AFB (KSKA)

LOC I-SKA	APCH CRS	Rwy ldg	TDZE	Arpt Elev
110.3	228°	13,899	2422	2461

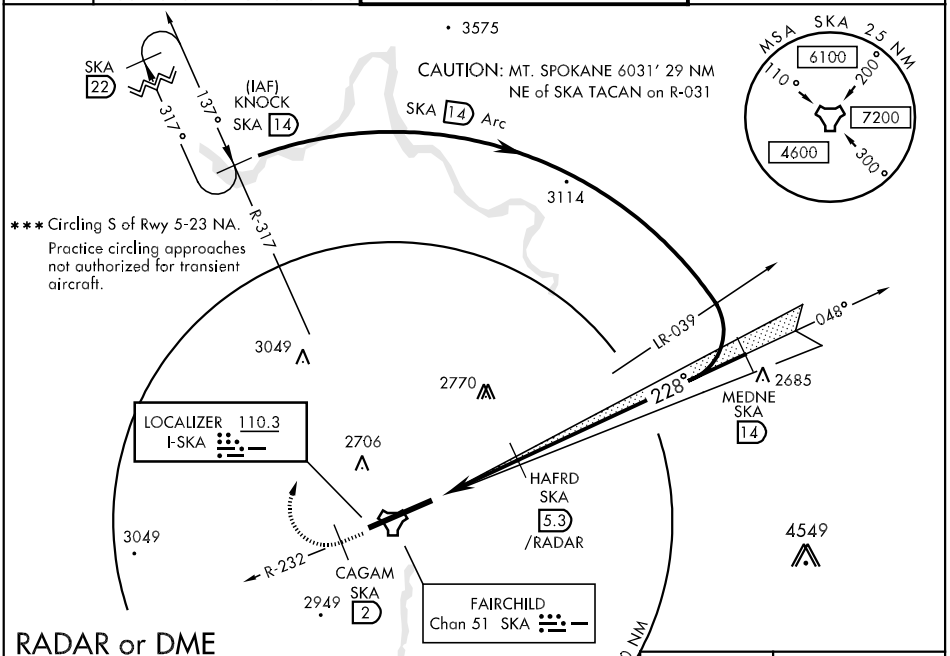
AL-553 [USAF]

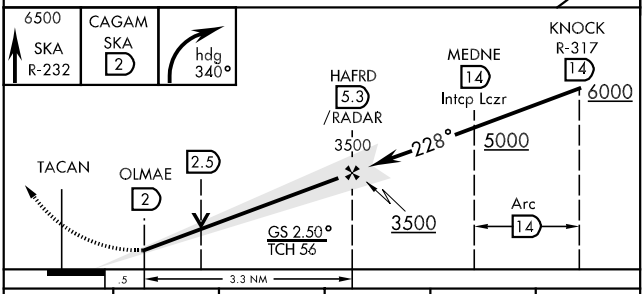
▼ * When ALS inop, increase vis to ¾ mile, RVR to 40. When TDZL/CL lights inop, increase CAT ABCD RVR to 24.
** When ALS inop, increase vis to 1 mile, RVR to 50.

ALSF-1

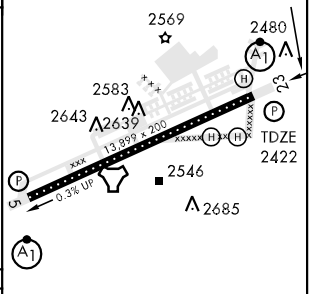
MISSED APPROACH: Climb to 6500 via SKA R-232. At SKA 2 DME, turn right heading 340° to intcp SKA R-317 to KNOCK and hold, continue climb in hold to 6500.

ATIS	SPOKANE APP CON	FAIRCHILD TOWER	GND CON
257.625	026°-204° 133.35 263.0 205°-025° 123.75 282.25	120.35 233.7	123.6 275.8





ELEV 2461



CATEGORY	A	B	C	D	E
S-ILS 23 *	2622/18 200 (200-½)				2622/24 200(200-½)
S-LOC 23 **	2720/24 298 (300-½)		2720/40 298 (300-¾)		
CIRCLING ***	3480-1¼ 1019 (1100-1¼)	3480-1½ 1019 (1100-1½)	3480-3 1019 (1100-3)		

HIRL Rwy 5-23
TDZL/CL Rwy 5-23

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 5

FAIRCHILD AFB (KSKA)

TACAN SKA Chan 51	APCH CRS 057°	Rwy ldg 13,899 TDZE 2461 Arpt Elev 2461

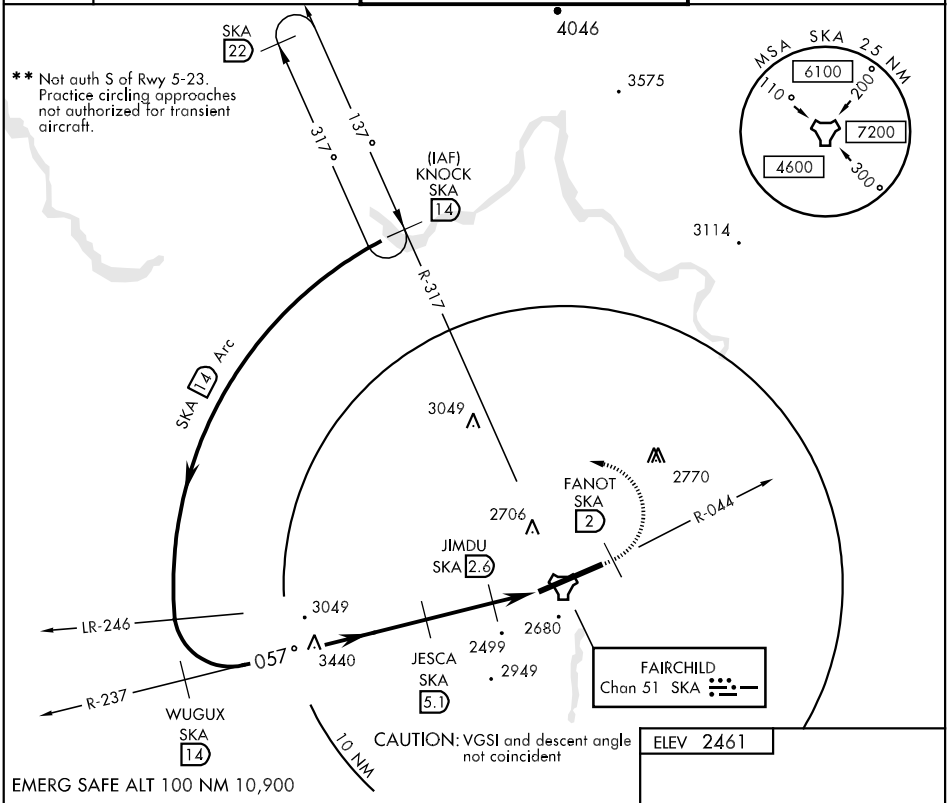
AL-553 [USAF]

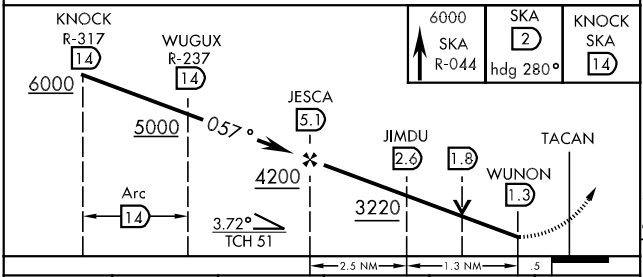
▼ * When ALS inop, CAT ABC vis to 1 mile, RVR to 50, CAT DE vis to 1¼ miles, RVR to 60.

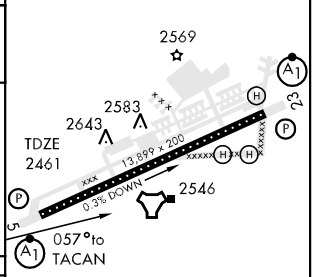
ALSF-1 (A1)

MISSED APPROACH: Climb to 6000 via SKA R-044. At SKA 2 DME turn left hdg 280° to intcp SKA R-317 to KNOCK and hold, continue climb in hold to 6000.

ATIS	SPOKANE APP CON	FAIRCHILD TOWER	GND CON
257.625	026°-204° 133.35 263.0 205°-025° 123.75 282.25	120.35 233.7	123.6 275.8







CATEGORY	A	B	C	D	E
S-5 *	2820/24 359 (400-½)		2820/40 359 (400-¾)		
CIRCLING **	3480-1¼ 1019 (1100-1¼)	3480-1½ 1019 (1100-1½)	3480-3 1019 (1100-3)		

HIRL Rwy 5-23
TDZL/CL Rwy 5-23

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 23

FAIRCHILD AFB (KSKA)

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
SKA Chan 51	226°	13,899	2422	2461

AL-553 [USAF]

▼ * When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT CD vis to 1¼ mile, RVR to 60, CAT E vis to 1½ miles.

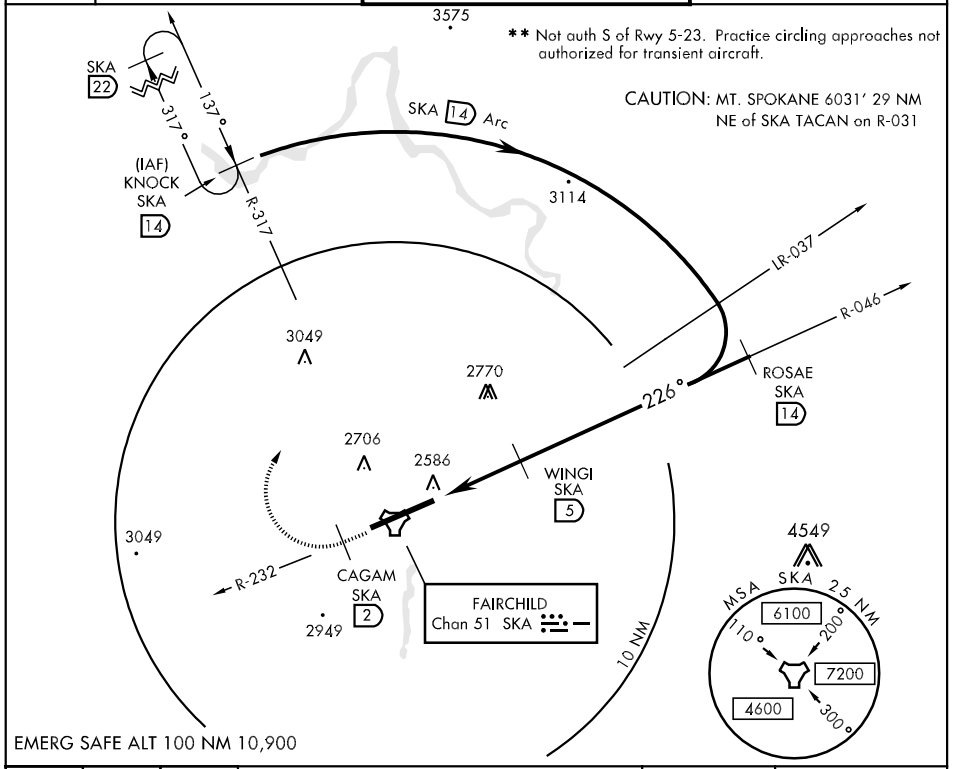
ALSF-1

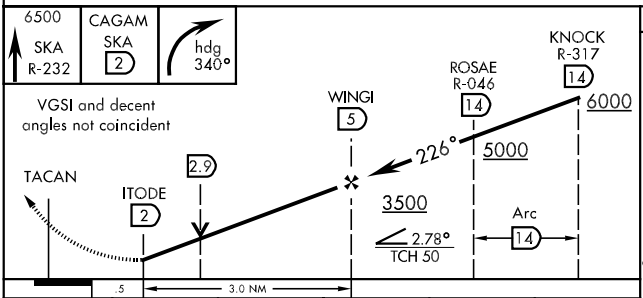
MISSED APPROACH: Climb to 6500 via SKA R-232. At SKA 2 DME, turn right heading 340° to intcp SKA R-317 to KNOCK and hold, continue climb in hold to 6500.

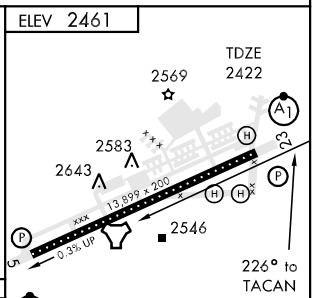
ATIS	SPOKANE APP CON	FAIRCHILD TOWER	GND CON
257.625	026°-204° 133.35 263.0 205°-025° 123.75 282.25	120.35 233.7	123.6 275.8

** Not auth S of Rwy 5-23. Practice circling approaches not authorized for transient aircraft.

CAUTION: MT. SPOKANE 6031′ 29 NM NE of SKA TACAN on R-031







CATEGORY	A	B	C	D	E
S-TAC 23 *	2840/24 418 (400-½)		2840/40 418 (400-¾)		2840/50 418 (400-1)
CIRCLING **	3480-1¼ 1019 (1100-1¼)	3480-1½ 1019 (1100-1½)	3480-3 1019 (1100-3)		

HIRL Rwy 5-23
TDZL/CL Rwy 5-23

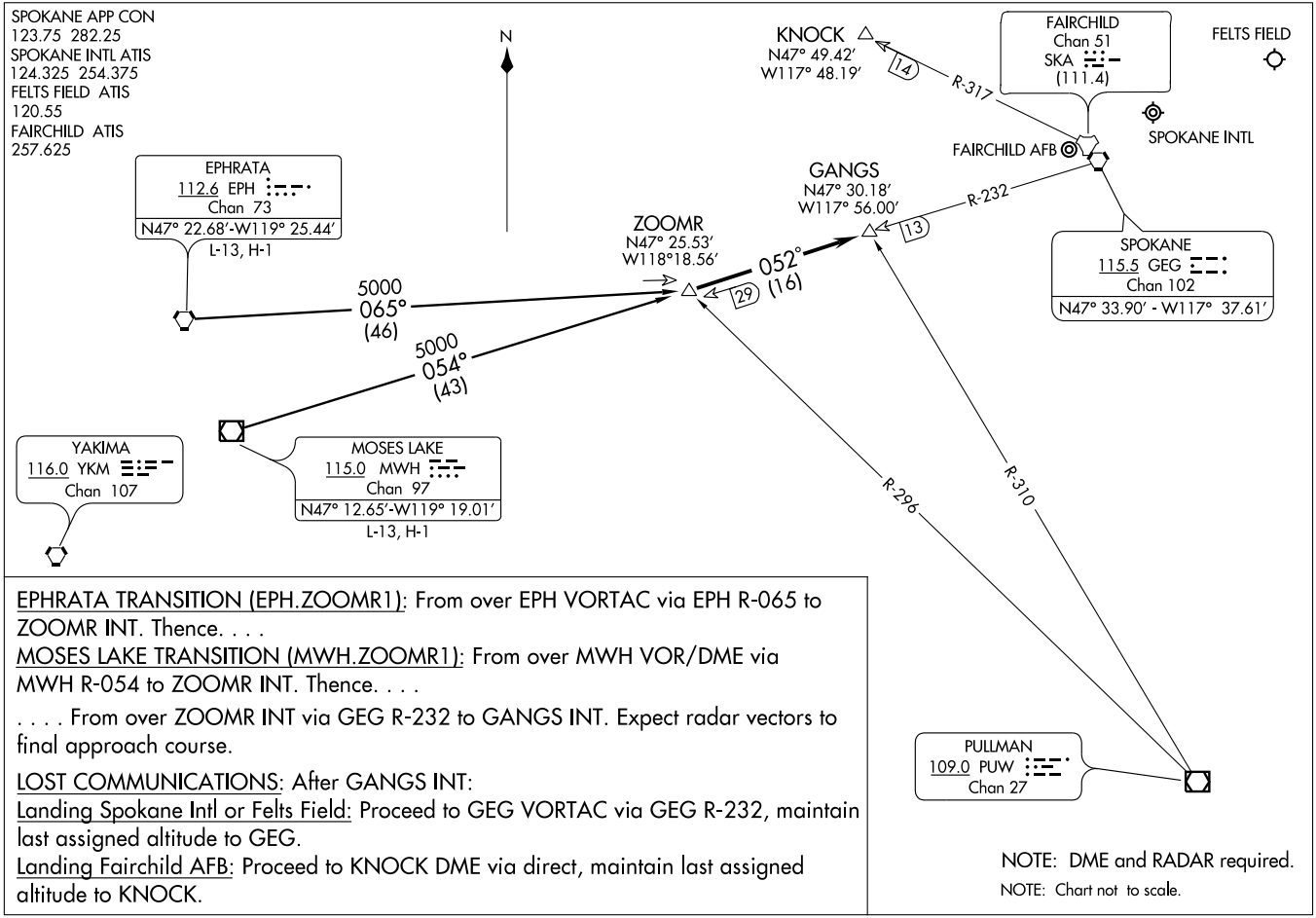
NW-1, 26 AUG 2010 to 23 SEP 2010

ZOOMR ONE ARRIVAL (ZOOMR.ZOOMR1)

10042

ZOOMR ONE ARRIVAL (ZOOMR.ZOOMR1)

SPOKANE, WASHINGTON



EPHRATA TRANSITION (EPH.ZOOMR1): From over EPH VORTAC via EPH R-065 to ZOOMR INT. Thence. . . .

MOSES LAKE TRANSITION (MWH.ZOOMR1): From over MWH VOR/DME via MWH R-054 to ZOOMR INT. Thence. . . .

. . . . From over ZOOMR INT via GEG R-232 to GANGS INT. Expect radar vectors to final approach course.

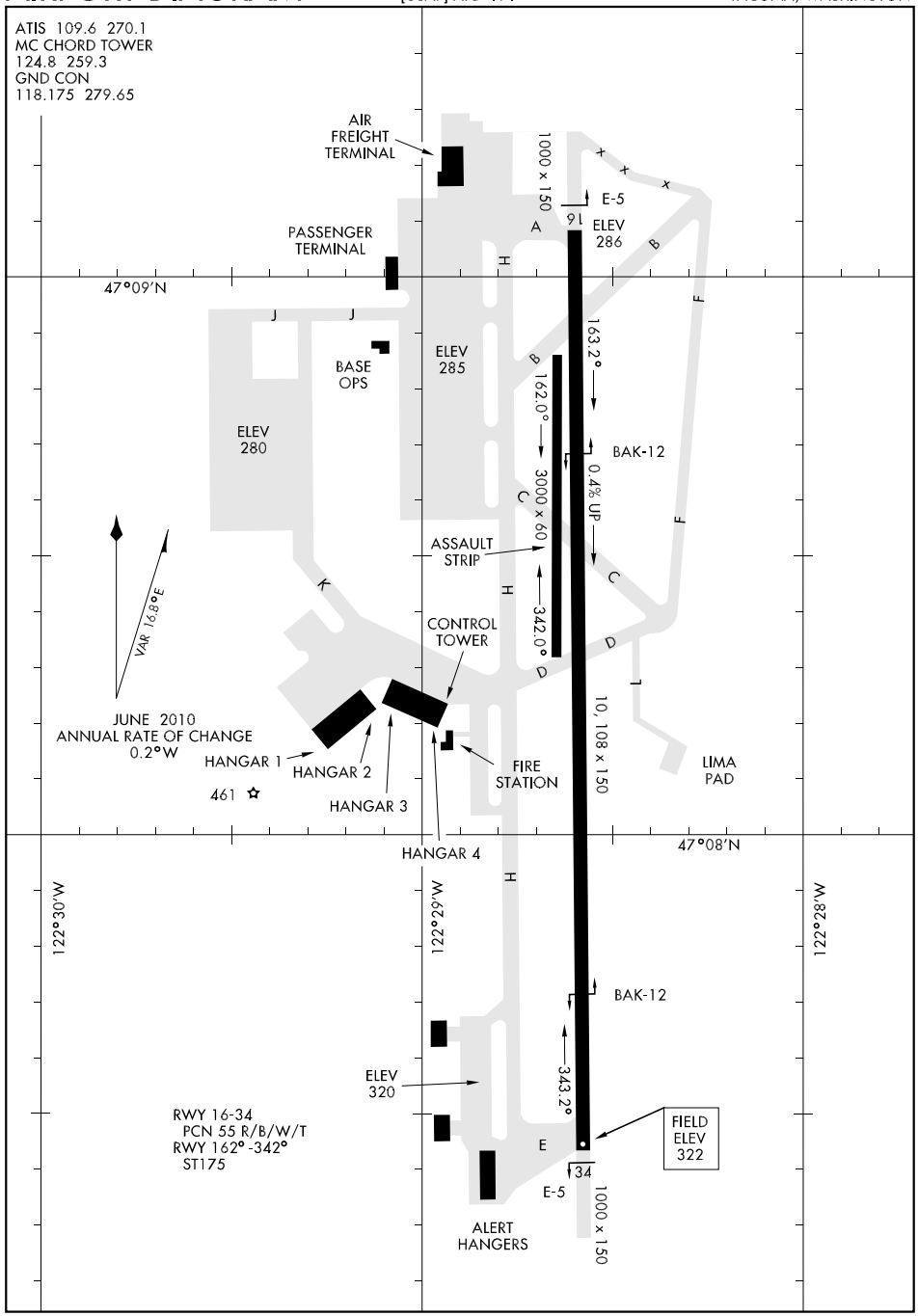
LOST COMMUNICATIONS: After GANGS INT:

Landing Spokane Intl or Felts Field: Proceed to GEG VORTAC via GEG R-232, maintain last assigned altitude to GEG.

Landing Fairchild AFB: Proceed to KNOCK DME via direct, maintain last assigned altitude to KNOCK.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MC CHORD FIELD (JOINT BASE LEWIS–MCCHORD) (TCM)(KTCM) AF 3 S UTC−8(−7DT) **SEATTLE**
N47°08.26′ W122°28.59′ **H–1B, L–1D**
322 B TPA—See Remarks AOE Class I, ARFF Index Ltd. NOTAM FILE SEA Not insp. **DIAP, AD**
RWY 16–34: H10108X150 (ASPH–CONC–GRVD)
PCN 55 R/B/W/T HIRL (NSTD) CL
RWY 16: ALSF1. PAPI(P4L). 0.4% up. **RWY 34:** ALSF2. TDZL. PAPI(P4R). Rgt tfc.
RWY 162–342: H3000X60 (ASPH)
ARRESTING GEAR/SYSTEM
RWY 16 ← HOOK E5 (240′ OVRN) HOOK BAK–12B(B) (2450′)
HOOK BAK–12B(B) (1668′) HOOK E5 (102′ OVRN) →) **RWY 34**
MILITARY SERVICE: LGT Visual TCH set for height group 3 acft only. Rwy 16–34 center 72′ thld lgt removed. PAPI GS not coincidental with ILS GS. AMP–1/AMP–3 Overt/Covert assault strip lights installed in middle 5000′ Rwy 16–34. **A–GEAR** When Rwy 16–34 activated, apch end E5 is removed. Rwy 16–34 BAK–12B 30 minute prior notice rqr to connect cable. **JASU** (MD–3M) 1(MD–3) 1(MA–1A) (AM32A–60) 1(MC–11) **FUEL** A1+ **FLUID** SP PRESAIR De–ice—Expect 3 hr delay. LHOX LOX **OIL** O–128–133–148–156 SOAP. SOAP results rqr 24 hr, weekdays (1530–0030Z‡) except holidays, results not avbl other times. Tran acft req SOAP will arrive with historical engine SOAP data for trend analysis. **TRAN ALERT** Opr 24 hr. Delays can be expected. Parking limited.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** PPR includes scheduled AMC missions due to limited ramp space, tran acft parking extremely ltd. 24 hr prior coordination req, Base OPS DSN 382–5611, C253–982–5611. All inbound acft must ctc Command Post no later than 30 min prior to ldg. AMC acft opr rstd during Bird Watch Condition Moderate (tkf and ldg permission only when dep/arr route avoid identified bird activity, no local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc PTD/ATIS/Command Post for current Bird Watch Condition. Tran aircrews conducting local area low–level training missions must receive local procedure/rstd briefing from 62 OSS/OSK at DSN 382–3615, C253–982–3615. **CAUTION** When performing pre–tkf engine runup, align acft so that debris is not blown toward ADTAC alert hangar or adjacent acft parking ramp. During VFR conditions, acft making low apch, normal tkf, touch and go ldg, or missed apch remain at or below 1800′ until dep end of the rwy. Bird hazard. South end rwy not visible from official wx station obsn point. When fog/low clouds are present over apch end Rwy 34, condition report from obsn point may not be representative. **TFC PAT** Before ldg maintain tfc pattern altitude commensurate with safety as long as practicable. TPA—Rectangular 1800′ (1478) overhead 2300′(1978). **MISC** Aircrews notify PTD anytime they plan to delay in local IFR pattern on separate clearance prior to or departure on filed flt plan. Base OPS DSN 382–5611, C253–982–5611. South 1000′ Rwy 16–34 is concrete, rwy is grvd. Afld wx monitored by the AN/FMQ–19 Automated Observing System and augmented by human observer when wx flt fcst on duty. DSN 312–382–3434/5005 C 253–982–3434/5005. Opr Wx Squadron 25 OWS, Davis–Monthan AFB. DSN 312–228–6596/6599 C 520–228–6598/6599. Toll free 1–877–451–8367.
COMMUNICATIONS: SFA **D-ATIS** 109.6 270.1 (DSN 382–2847 C 253–982–2847.) **PTD** 372.2
Ⓡ **SEATTLE APP/DEP CON** 126.5 377.15
TOWER 124.8 259.3 109.6T **GND CON** 118.175 279.65
COMD POST 134.1 349.4 (134.1 Commercial contract acft only) **PMSV METRO** 342.3 PMSV svc avbl only when wx flt fcst on duty. Wx obsn avbl H24 via automated obsn sys. Wx flt fcst on duty normal wing flying hrs and msn C–17 limiting criteria DSN 253–382–3434, C253–982–3434. During wx flt closures remote briefing svc avbl from 25 Op Wx Flt Squadron DSN 312–228–6598/6599/6588.
Unusable 095°–102° byd 34 NM blo 9400′.
RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.
(T) VORTAC 109.6 TCM Chan 33 N47°08.86′ W122°28.50′ at fld. 284/22E. No NOTAM MP Tue, Thu 0700–1600Z‡. VOR unusable 235°–325° byd 10 NM.
ILS 109.9 I–MAR Rwy 16. Back course unusable. No NOTAM MP Wed and Fri 0700–1400Z‡.
ILS X 108.5 I–TCM Rwy 34. Back course unusable. Rwy 34 localizer critical area not protected. No NOTAM MP Wed and Fri 0700–1400Z‡.
ILS Y 108.5 I–TCM Rwy 34. Back course unusable. Rwy 34 localizer critical area not protected. No NOTAM MP Wed and Fri 0700–1400Z‡.

MEAD FLYING SERVICE (7ØS) 1 N UTC−8(−7DT) N47°47.23′ W117°21.49′ **SEATTLE**
1905 TPA—2505(600) NOTAM FILE SEA
RWY 16–34: H2481X30 (ASPH)
RWY 16: Trees. **RWY 34:** Trees
AIRPORT REMARKS: Attended continuously. No winter maintenance.
COMMUNICATIONS: CTAF 122.9

MEARS FLD (See CONCRETE)

ALDER-NINE DEPARTURE (ALDER9 • ALDER)

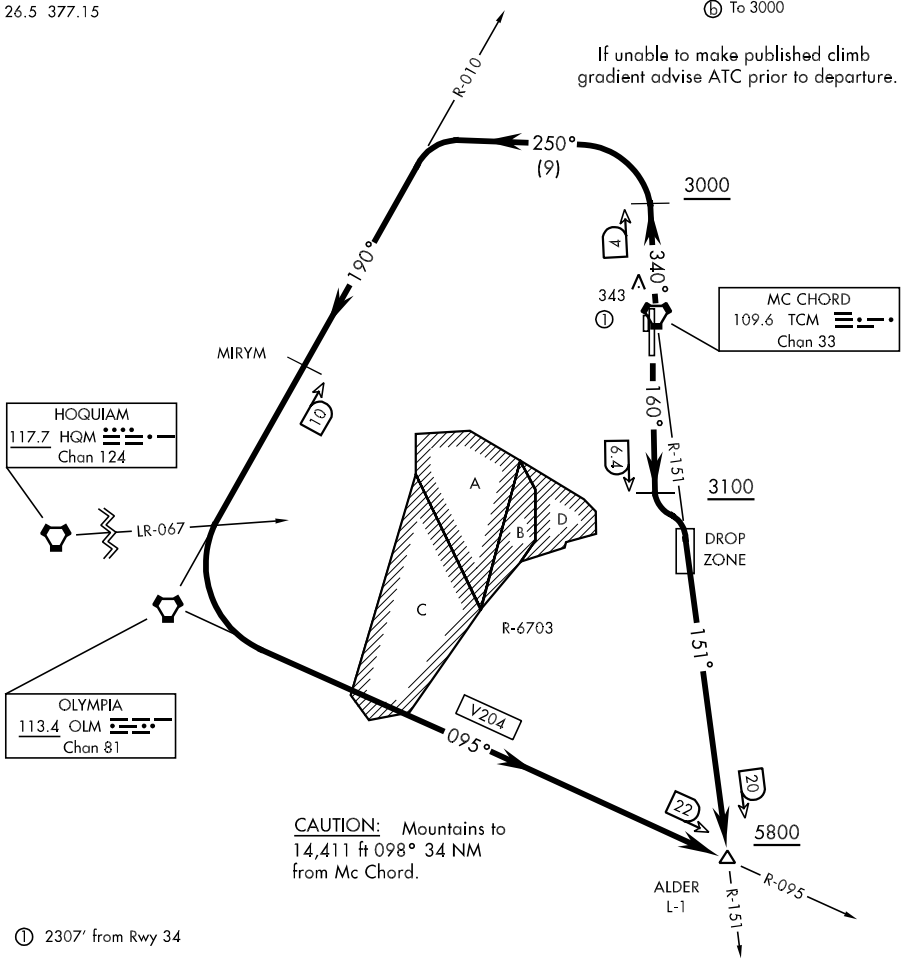
SL-414 [USAF]

Rwy	Knots	60	120	180	240
16 ⓐ	V/V(fpm)	560	1120	1680	2240
34 ⓑ	V/V(fpm)	730	1450	2180	2890

ATC Climb Rate
ⓐ To 3100
ⓑ To 3000

ATIS
109.6 270.1
GND CON
118.175 279.65
MC CHORD TOWER
124.8 259.3
SEATTLE DEP CON
126.5 377.15

If unable to make published climb gradient advise ATC prior to departure.



① 2307′ from Rwy 34

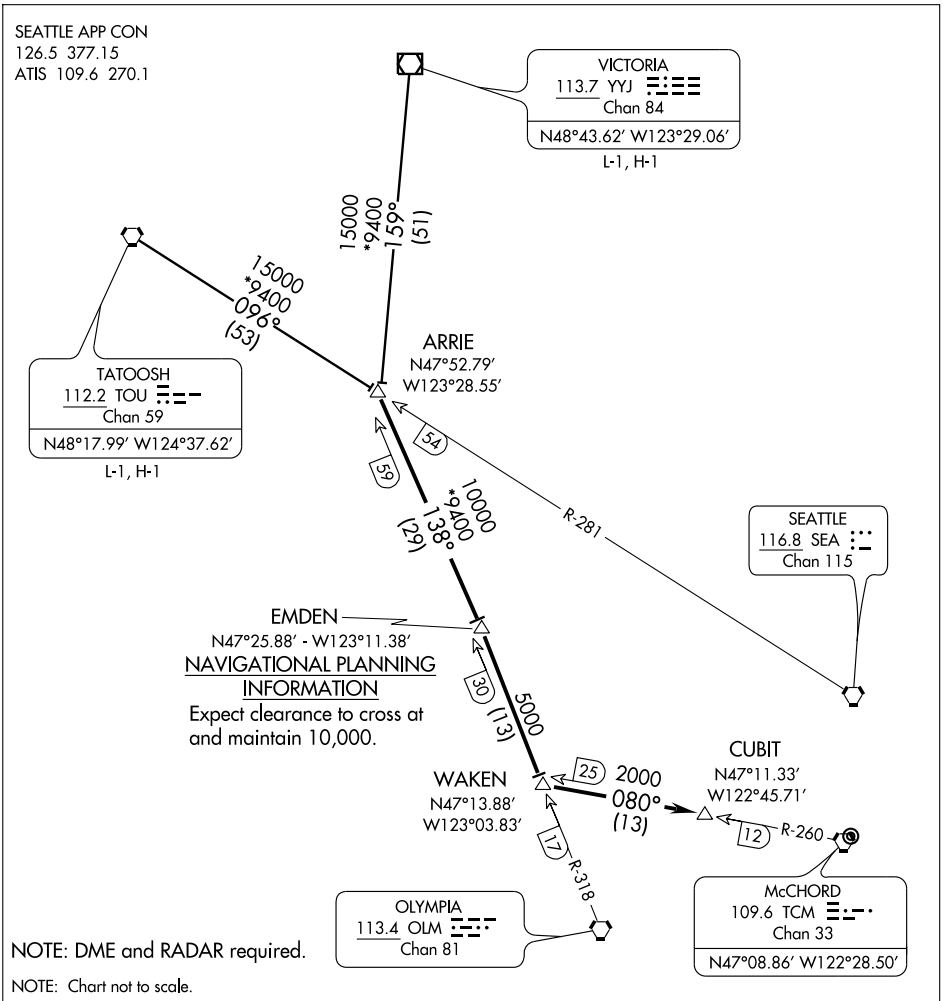
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Track heading 160° to TCM VORTAC 6.4 DME, then turn left to intercept the TCM R-151 to ALDER. Cross TCM 6.4 DME at or above 3100, cross ALDER at or above 5800.

TAKE-OFF RWY 34: Climb on track 340° to TCM VORTAC 4 DME. Cross TCM 4 DME at or above 3000, then turn left heading 250° to intercept OLM VORTAC R-010/10 DME (MIRYM) to OLM VORTAC. Then via V204 (OLM R-095) to ALDER. Cross ALDER at or above 5800.

NW-1, 26 AUG 2010 to 23 SEP 2010

ARRIE FIVE ARRIVAL



TATOOSH TRANSITION (TOU.ARRIE5): From over TOU VORTAC via TOU R-096 to ARRIE DME Fix. Thence. . . .

VICTORIA TRANSITION (YYJ.ARRIE5): From over YYJ VOR/DME via YYJ R-159 to ARRIE DME Fix. Thence. . . .

. . . .From over ARRIE DME Fix via OLM R-318 and TCM R-260 to CUBIT DME fix. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: Proceed direct to TCM VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

GLASR SEVEN ARRIVAL

(GLASR.GLASR7) 10154

SEATTLE, WASHINGTON

SEATTLE APP CON
123.9 338.2
SEATTLE-TACOMA ATIS
118.0
BOEING FIELD ATIS
127.75
MC CHORD FIELD ATIS
109.6 270.1

JAKSN
N47°53.19′-W121°42.22′

PROP/TURBOPROP: 10000 250K
Maintain 10000.

TURBOJETS: Landing North: 16000 280K
Landing South: 12000 250K
Maintain 12000.
Landing BFI: 11000 250K
Maintain 11000.

N

PAINE
110.6 PAE
Chan 43

R-075 23 10000 255° (21) 44

WOODI
N47°46.12′-W121°51.80′
Turbojets Landing North:
15000

10000 203° (10) 37

10000 (17) 27

SEA R-042

GLASR
N47°51.26′
W121°11.57′

10000 (16) 60

SWAUK
N47°49.67′
W120°47.91′

16000 222° (28) 80

KRUZR
N48°04.65′
W120°34.68′

FL240 222° (15) 95

LOSTT
N48°11.69′
W120°14.91′

171° 222° 108

ONSET
N48°57.48′
W118°00.00′

FL240 229° (83)

(101)

GEG R-329

CRANBROOK
112.1 YXC
Chan 58
N49°33.30′ - W116°05.26′
H-1

WITRO
N47°46.83′
W120°08.20′

17000 255° (27) 103

(27)

SPOKANE
115.5 GEG
Chan 102
N47°33.90′
W117°37.61′

MULLAN PASS
117.8 MLP
Chan 125
N47°27.41′ - W115°38.76′
L-13, H-1

FL180 257° (76)

TEMPL
N47°43.79′
W119°29.06′

87 103

R-355

R-073

FL180 255° (81)

ELLENSBURG
117.9 ELN
Chan 126

250°

HETHR
N47°33.54′-W122°08.70′
Turbojets Landing North:
12000 250K
Maintain 12000.

BOEING FIELD/ KING CO INTL

203° (10) 160°

R-023

SEATTLE-TACOMA INTL

SEATTLE
116.8 SEA
Chan 115
N47°26.12′-W122°18.58′

McCHORD FIELD

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

CRANBROOK TRANSITION (YXC.GLASR7): From over YXC VOR/DME via YXC R-229 and SEA R-042 to GLASR INT. Thence....

MULLAN PASS TRANSITION (MLP.GLASR7): From over MLP VOR/DME via MLP R-255 and GEG R-073 to GEG VORTAC, then via GEG R-257 and PAE R-075 to GLASR INT. Thence....

....from over GLASR/PAE 44 DME via PAE R-075 to JAKSN INT/PAE 23 DME, then via the SEA R-023 to WOODI/SEA 27 DME, then via SEA R-023 to HETHR/SEA 10 DME, Thence....

LANDING NORTH: Heading 160° for vectors to final approach course.

LANDING SOUTH: Heading 250° for vectors to final approach course.

LANDING McCHORD FIELD: From over HETHR DME FIX, proceed direct SEA VORTAC.

LOST COMMUNICATIONS: From over HETHR DME FIX, proceed direct SEA VORTAC.

ST-582 (FAA)

ILS or LOC RWY 16

LOC I-MAR 109.9	APCH CRS 160°	Rwy ldg 10,108 TDZE 286 Arpt Elev 322

AL-414 [USAF]

MC CHORD FIELD (KTCM)

▼ * When ALS inop, increase vis to ¾ mile, RVR to 40.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

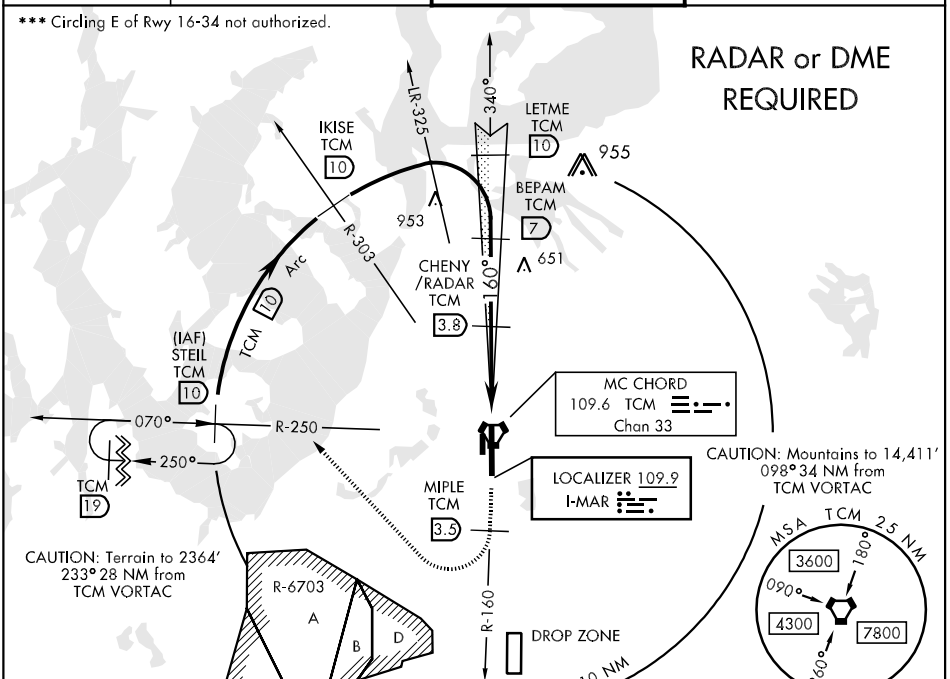
ALSF-1

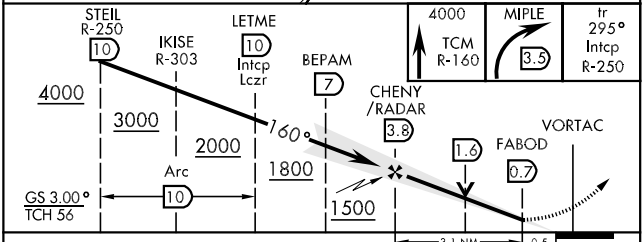
MISSED APPROACH: Climb to 4000 on TCM VORTAC R-160. At 3.5 DME turn right via 295° course to intercept TCM R-250 to STEIL and hold. Continue climb in hold to 4000.

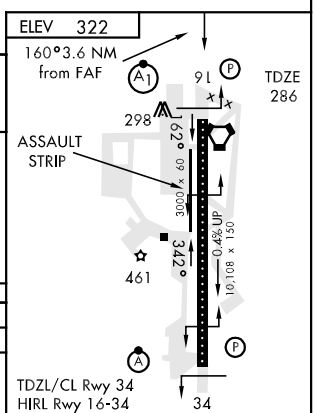
ATIS	SEATTLE APP CON	MC CHORD TOWER	GND CON
109.6 270.1	126.5 377.15	124.8 259.3	118.175 279.65

*** Circling E of Rwy 16-34 not authorized.

RADAR or DME REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 16 *	486/18 200 (200-½)		486/24 200 (200-½)		
S-LOC 16 **	800/40 514 (500-¾)		800/50 514 (500-1)	800/60 514 (500-1¼)	
CIRCLING ***	940-1 618 (700-1)		940-1¾ 618 (700-1¾)	940-2 618 (700-2)	940-2¼ 618 (700-2¼)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC Y RWY 34

LOC I-TCM	APCH CRS	Rwy ldg 10,108
108.5	340°	TDZE 322
		Arpt Elev 322

AL-414 [USAF]

MC CHORD FIELD (KTCM)

▼ * When ALS inop, increase vis ¾ mile, RVR to 40.
** When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

ALSF-2 (A)

† MISSED APPROACH: Climb to 4000 on TCM VORTAC R-338 to OYABO, then turn left via 215° course to intercept TCM R-260 to CUBIT and hold, continue climb in hold to 4000. Cross OYABO at or above 3000.

ATIS	SEATTLE APP CON	MC CHORD TOWER	GND CON
109.6 270.1	126.5 377.15	124.8 259.3	118.175 279.65

*** Circling E of Rwy 16-34 not authorized.

CUBIT TCM 12

080°

260°

R-260

TCM 21

R-338

670

OYABO TCM 6

† CAUTION: Missed Approach Minimum Climb Rate to 3000

	Knots	60	120	180	240
ILS	V/V(fpm)	320	640	960	1280
LOC	V/V(fpm)	270	540	810	1080

ATC Minimum Climb Rate

LOCALIZER 108.5 I-TCM

MC CHORD 109.6 TCM Chan 33

CAUTION: Terrain to 2364' 233° 28 NM fromTCM VORTAC

10 NM

SPAAN /RADAR TCM 5.8

350

CAUTION: Mountains to 14,411' 098°34 NM from TCM VORTAC

R6703A

R6703D

R6703C

R6703B

DROP ZONE

340°

RADAR or DME REQUIRED

MSA TCM 2.5 NM

3600

4300

7800

090°

180°

360°

RIMOE TCM 13

(IAF) MCKEN OLM 15.3

685

160°

R-095

4000

047°

(4)

(IAF) ALDER OLM 22

307°

(4.2)

4000

4000

OLYMPIA 113.4 OLM Chan 81

EMERG SAFE ALT 100 NM 16,600

4000 TCM R-338	OYABO tr 215°	TCM R-260 CUBIT

RIMOE 13

SPAAN /RADAR 5.8

4000

VORTAC

GUTBE 1.9

3.1

340°

1800

GS 3.00° TCH 58

0.5

3.9 NM

ELEV 322

A1

9L

P

x

ASSAULT STRIP

162°

3000 x 60

0.4% DOWN

10,108 x 150

342°

461

TDZL/CL Rwy 34

HIRL Rwy 16-34

A

P

TDZE 322

34

340° 4.4 NM from FAF

CATEGORY	A	B	C	D
S-ILS 34 *	522/18 200 (200-½)		522/24 200 (200-½)	
S-LOC 34 **	900/24 578 (600-½)		900/50 578 (600-1)	900/60 578 (600-1¼)
CIRCLING ***	940-1 618 (700-1)		940-1¾ 618 (700-1¾)	940-2 618 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC Z RWY 34

MC CHORD FIELD (KTCM)

LOC I-TCM	APCH CRS	Rwy ldg 10,108 / TDZE 322 / Arpt Elev 322
108.5	340°	

AL-414 [USAF]

▼ * When ALS inop, increase vis ¾ mile, RVR to 40.
** When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

ALSF-2 (A)

† MISSED APPROACH: Climb to 4000 on TCM VORTAC R-338 to OYABO, then turn left via 215° course to intercept TCM R-260 to CUBIT and hold, continue climb in hold to 4000. Cross OYABO at or above 3000.

ATIS	SEATTLE APP CON	MC CHORD TOWER	GND CON
109.6 270.1	126.5 377.15	124.8 259.3	118.175 279.65

*** Circling E of Rwy 16-34 not authorized.

Knots	60	120	180	240
ILS V/V(fpm)	320	640	960	1280
LOC V/V(fpm)	270	540	810	1080

ATC Minimum Climb Rate

† CAUTION: Missed Approach Minimum Climb Rate to 3000

953 OYABO TCM 6 R-338 670

(IAF) CUBIT TCM 4000 12

080° 260° R-260

TCM 21

CAUTION: Terrain to 2364' 233° 28 NM from TCM VORTAC

LOCALIZER 108.5 I-TCM

MC CHORD 109.6 TCM Chan 33

CAUTION: Mountains to 14,411' 098° 34 NM from TCM VORTAC

10 NM

(IAF) OOHOP TCM 12

R-095

350

SPAAN /RADAR TCM 5.8

3200

TCM 12 Arc

R6703A

DROP ZONE

R6703D

R6703B

R6703C

LR-168

LR-148

340°

676

MSA TCM 2.5 NM

180° 3600

090° 4300

7800

360°

JETEM TCM 12

160°

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 16,600

4000 TCM R-338 | OYABO tr 215° | TCM R-260 CUBIT

SPAAN /RADAR 5.8

JETEM 12

3200 Intcpt localizer

340°

VORTAC

GUTBE 1.9

3.1

1800

GS 3.00° TCH 58

0.5 3.9 NM

ELEV 322

A1 9L P

ASSAULT STRIP

162° 0.6 x 4000 0.4% DOWN 10,108 x 150

342°

461

TDZL/CL Rwy 34

HIRL Rwy 16-34

A P TDZE 322

34

340° 4.4 NM from FAF

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-ILS 34 *	522/24		200 (200-½)	
S-LOC 34 **	900/24 578 (600-½)		900/50 578 (600-1)	900/60 578 (600-1¼)
CIRCLING ***	940-1 618 (700-1)		940-1¾ 618 (700-1¾)	940-2 618 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ILS RWY 34 (CAT II)

LOC I-TCM	APCH CRS	Rwy Idg / TDZE / Arpt Elev
108.5	340°	10,108 / 322 / 322

AL-414 [USAF]

MC CHORD FIELD (KTCM)

ALSF-2

† MISSED APPROACH: Climb to 4000 on TCM VORTAC R-338 to OYABO, then turn left via 215° course to intercept TCM R-260 to CUBIT and hold, continue climb in hold to 4000. Cross OYABO at or above 3000.

ATIS	SEATTLE APP CON	MC CHORD TOWER	GND CON
109.6 270.1	126.5 377.15	124.8 259.3	118.175 279.65

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

† CAUTION: Missed Approach Minimum Climb Rate to 3000

Knots	60	120	180	240
V/V(fpm)	340	680	1020	1360

ATC Minimum Climb Rate

953

OYABO TCM 6

R-338

670

(IAF) CUBIT TCM 12

3600

080°

260°

R-260

CAUTION: Terrain to 2364' 233° 28 NM from TCM VORTAC

LOCALIZER 108.5 I-TCM

MC CHORD 109.6 TCM Chan 33

CAUTION: Mountains to 14,411' 098° 34 NM from TCM VORTAC

TCM 21

TCM 12 Arc 3600

IM

(IAF) OOHOP TCM 12

R-095

3600

SPAAN /RADAR TCM 5.8

R6703A

R6703D

DROP ZONE

10 NM

3600

TCM 12 Arc

MSA TCM 2.5 NM

3600

180°

090°

4300

7800

360°

R6703C

R6703B

LR-168

340°

LR-148

676

(IAF) MCKEN OLM 15.3

JETEM TCM 12

OLYMPIA 113.4 OLM Chan 81

R-095

3600

043° (4)

160°

3600

EMERG SAFE ALT 100 NM 16,600

ELEV 322

91

ASSAULT STRIP

1620

3000 x 60

0.4% DOWN

10,108 x 150

342°

461

385

34

TDZE 322

TDZL/CL Rwy 34

HIRL Rwy 16-34

4000 TCM R-338	OYABO tr 215°	CUBIT TCM R-260

SPAAN /RADAR 5.8

JETEM 12

3600

340°

VORTAC

IM

318 MSL

DH RA 148

1800

GS 3.00° TCH 58

1194'

838'

4.3 NM

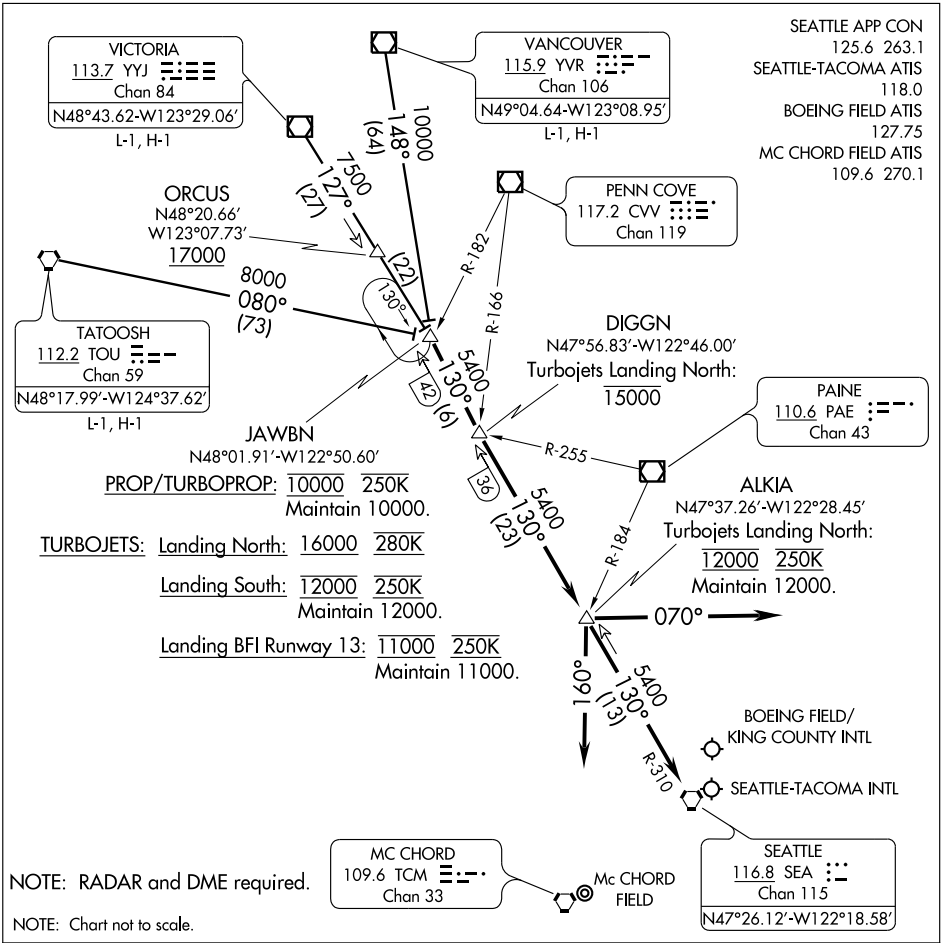
CATEGORY	A	B	C	D	E
S-ILS 34	RA 148/12		102	DA 424	

NW-1, 26 AUG 2010 to 23 SEP 2010

JAWBN ONE ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON



TATOOSH TRANSITION (TOU.JAWBN1): From over TOU VORTAC via TOU R-080 to JAWBN INT. Thence....

VANCOUVER TRANSITION (YVR.JAWBN1): From over YVR VORTAC via YVR R-148 to JAWBN INT. Thence....

VICTORIA TRANSITION (YYJ.JAWBN1): From over YYJ VOR/DME via YYJ R-127 to JAWBN INT. Thence....

....From over JAWBN INT/SEA 42 DME via SEA R-310 to DIGGN/SEA 36 DME then via SEA R-310 to ALKIA INT/SEA 13 DME, thence....

LANDING NORTH: Depart ALKIA INT heading 160° for vectors to final approach course.

LANDING SOUTH: Depart ALKIA INT heading 070° for vectors to final approach course.

LANDING McCHORD FIELD: After ALKIA INT proceed direct SEA VORTAC.

LOST COMMUNICATIONS: After ALKIA INT proceed direct SEA VORTAC.

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

OLYMPIC-THREE DEPARTURE

SL-414 [USAF]

MC CHORD FIELD (KTCM)

TACOMA, WASHINGTON

ATIS
109.6 270.1
GND CON
118.175 279.65
MC CHORD TOWER
124.8 259.3
SEATTLE DEP CON
126.5 377.15

Rwy	Knots	60	120	180	240
16 ⓒ	V/V(fpm)	320	640	960	1280
34 ⓑ	V/V(fpm)	650	1300	1950	2600

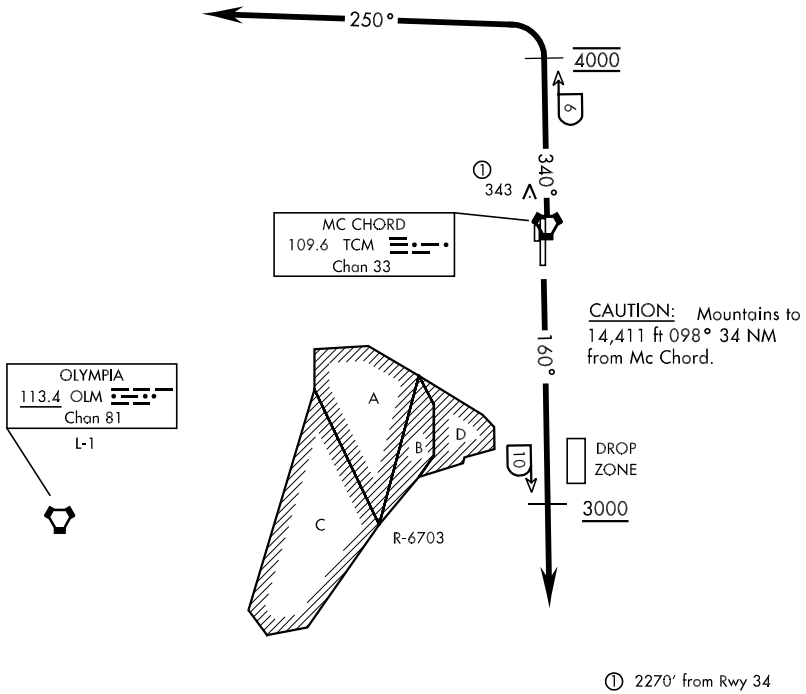
ATC Climb Rate
ⓐ To 10 DME
ⓑ To 6 DME

If unable to make published climb gradient advise ATC prior to departure.

RADAR REQUIRED

Maximum 250 KIAS

SEATTLE
116.8 SEA
Chan 115
L-1



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on a track of 160°. Cross TCM VORTAC 10 DME at or above 3000. Maintain (assigned altitude). Expect radar vectors within TCM 8 DME after departure.

TAKE-OFF RWY 34: Climb on a track of 340° to TCM VORTAC 6 DME. Cross TCM 6 DME at 4000. Then turn left tracking 250°. Maintain (assigned altitude). Expect radar vectors.

OLYMPIC-THREE DEPARTURE

TACOMA, WASHINGTON

MC CHORD FIELD (KTCM)

NW-1, 26 AUG 2010 to 23 SEP 2010

ATIS
109.6 270.1
GND CON
118.175 279.65
MC CHORD TOWER
124.8 259.3
SEATTLE DEP CON
126.5 377.15

Rwy	Knots	60	120	180	240
16 ⓞ	V/V(fpm)	320	640	960	1280

ATC Climb Rate
ⓞ To 10 DME

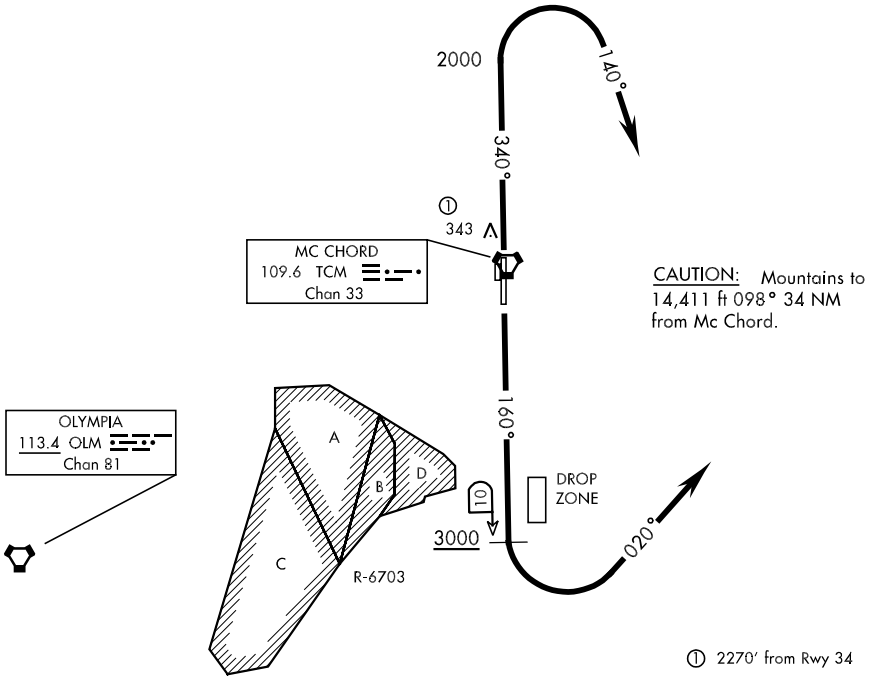
If unable to make published climb gradient advise ATC prior to departure.

RADAR REQUIRED

Maximum 250 KIAS

Radar vectors required within 10 NM after departure

SEATTLE
116.8 SEA
Chan 115
L-1



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on a track of 160° to TCM VORTAC 10 DME, then turn left tracking 020°. Cross TCM 10 DME at or above 3000. Maintain (assigned altitude). Expect radar vectors.

TAKE-OFF RWY 34: Climb on a track of 340° to 2000. Then turn right, tracking 140°. Maintain (assigned altitude). Expect radar vectors.

NW-1, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 16

VORTAC TCM	APCH CRS	Rwy ldg 10,108
109.6	153°	TDZE 286
Chan 33		Arpt Elev 322

AL-414 [USAF]

MC CHORD FIELD (KTCM)

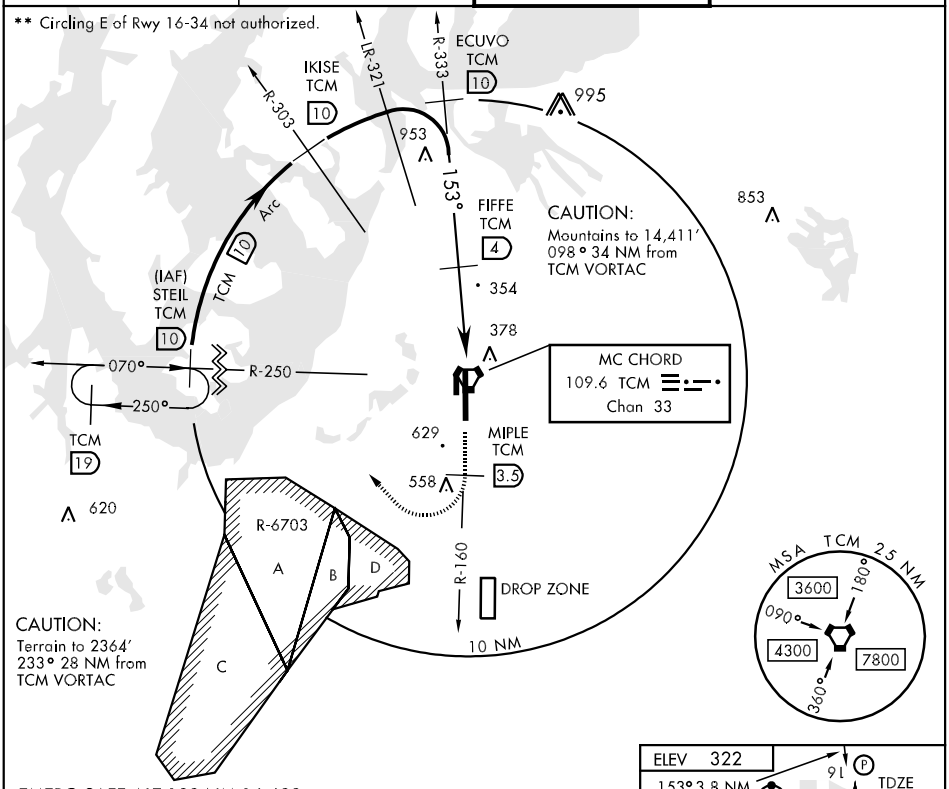
* When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

ALSF-1

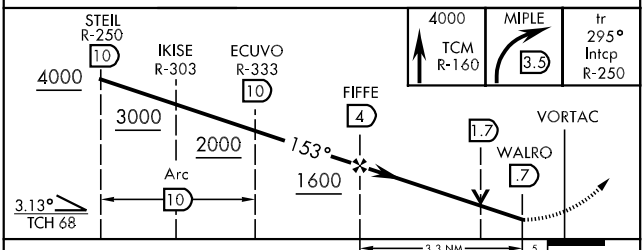
MISSED APPROACH: Climb to 4000 on TCM VORTAC R-160. At TCM 3.5 DME turn right via 295° course to intercept TCM R-250 to STEIL and hold, continue climb in hold to 4000.

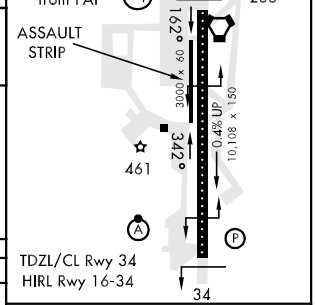
ATIS	SEATTLE APP CON	MC CHORD TOWER	GND CON
109.6 270.1	126.5 377.15	124.8 259.3	118.175 279.65

** Circling E of Rwy 16-34 not authorized.



EMERG SAFE ALT 100 NM 16,600





CATEGORY	A	B	C	D	E
S-16 *	800/40 514 (500-¾)		800/50 514 (500-1)	800/60 514 (500-1¼)	
CIRCLING **	940-1 618 (700-1)		940-1¾ 618(700-1¾)	940-2 618 (700-2)	940-2¼ 618(700-2¼)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TACOMA, WASHINGTON

TACAN RWY 34

VORTAC TCM	APCH CRS	Rwy ldg	10,108
109.6	338°	TDZE	322
Chan 33		Arpt Elev	322

AL-414 [USAF]

MC CHORD FIELD (KTCM)

▼ * When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

ALSF-2

† MISSED APPROACH: Climb to 4000 on TCM VORTAC R-338 to 6 DME. Cross TCM 6 DME at or above 3000, then turn left via 215° course to intercept TCM R-260 to CUBIT and hold. Continue climb in hold to 4000.

ATIS	SEATTLE APP CON	MC CHORD TOWER	GND CON
109.6 270.1	126.5 377.15	124.8 259.3	118.175 279.65

** Circling E of Rwy 16-34 not authorized.

Knots	60	120	180	240
V/V(fpm)	270	540	810	1080

ATC Minimum Climb Rate

† CAUTION: Missed Approach Minimum Climb Rate to 3000

953 670 R-338

6 OYABO TCM

(IAF) CUBIT TCM 12

3500

080° 260° R-260

TCM 21

TCM 12 3500 Arc

MC CHORD 109.6 TCM Chan 33

CAUTION: Mountains to 14,411' 098° 34 NM from TCM VORTAC

412

630

FEGAK TCM 6

DROP ZONE

R-095

(IAF) OOHOP TCM 12 3500

10 NM

3500 TCM 12 Arc

CAUTION: Terrain to 2364' 233° 28 NM from TCM VORTAC

R6703A R6703D R6703B R6703C

LR-168 338° LR-148

675

MSA TCM 25 NM

180° 3600 090° 4300 7800 360°

(IAF) MCKEN OLM 15.3

12 CEVET TCM

3500 037° (4.4)

R-158

OLYMPIA 113.4 OLM Chan 81

EMERG SAFE ALT 100 NM 16,600

4000 TCM R-338	OYABO 6	tr 215° TCM R-260

CEVET 12

FEGAK 6

3500

338°

VORTAC

EDEBE 1.9

3.1

1900

3.13° TCH 60

.5 4.1 NM

ELEV 322

91 P

A1

ASSAULT STRIP

162° 3000 x 60 0.4% DOWN 10,108 x 150

342°

461

TDZL/CL Rwy 34

HIRL Rwy 16-34

P

A

TDZE 322

34

338° 4.6 NM from FAF

FAF to MAP 4.1 NM

CATEGORY	A		B	C		D	
S-34 *	900/24	578	(600-½)	900/50	578 (600-1)	900/60	578 (600-1¼)
CIRCLING **	940-1	618	(700-1)	940-1¾	618 (700-1¾)	940-2	618 (700-2)

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

TACOMA, WASHINGTON

47°08'N-122°29'W

MC CHORD FIELD (KTCM)

Orig 10154

TACAN RWY 34

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

WHYTE FOUR ARRIVAL

(WHYTE.WHYTE4) 10154

SEATTLE APP CON
126.5 377.15
ATIS 109.6 270.1

PENDLETON TRANSITION (PDT.WHYTE4): From over PDT VORTAC via PDT R-276 and OLM R-095 to WHYTE/OLM 57 DME. Thence....
YAKIMA TRANSITION (YKM.WHYTE4): From over YKM VORTAC via YKM R-250 to WHYTE/OLM 57 DME. Thence....
.... From over WHYTE/OLM 57 DME via OLM R-095 to WEBIM/OLM 35 DME, then via OLM R-095 to ALDER INT. Thence....
.... RWY 16: Via OLM R-095 to OLM VORTAC, then via OLM R-015 to STEIL INT; expect ILS or LOC RWY 16 or TACAN RWY 16.
.... RWY 34: Expect ILS or LOC Y RWY 34, ILS or LOC Z RWY 34 or ILS Z RWY 34 (CAT II).

SEATTLE
116.8 SEA
Chan 115

LOCALIZER 109.9
I-MAR

MC CHORD
109.6 TCM
Chan 33

LOCALIZER 108.5
I-TCM

STEIL
N47°09.19′
W122°43.15′

4000
015°
(13)

R-095

6000
275°
(22)

ALDER
N46°49.29′
W122°24.85′

WEBIM
N46°43.91′ - W122°07.63′
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at 10000

6200
(13)

10000
275°
(22)

15000
*10000
250°
(50)

WHYTE
N46°34.71′
W121°38.62′

15000
*10300
276°
(125)

OLYMPIA
113.4 OLM
Chan 81
N46°58.30′
W122°54.11′

YAKIMA
116.0 YKM
Chan 107
N46°34.21′-W120°26.68′
L-13, H-1

PENDLETON
114.7 PDT
Chan 94
N45°41.91′-W118°56.32′
L-13, H-1

R-206
R-250
R-168
SEA
R-276
R-340
10
35
57
70
112

N

NOTE: DME required.

NOTE: Chart not to scale.

TACOMA, WASHINGTON
McCHORD FIELD

ST-414 (FAA)

(WHYTE.WHYTE4) 10154
WHYTE FOUR ARRIVAL

McCHORD FIELD
TACOMA, WASHINGTON

ATIS
124.05
TACOMA TOWER ★
118.5 253.5
GND CON
121.8

47° 16.5'N

ELEV
291

A1

170.1°

HANGARS

379 ±

TWR

ADMIN. OFFICE and
U.S. CUSTOMS

5002 X 150

A2

HANGAR

47° 16.0'N

RWY 17-35
S-50, D-80, 2S-102, 2D-80, 2D/2D2-150

HANGARS

A3

HANGAR

VAR 16.9° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.2° W

FIELD
ELEV
294

350.1°

35

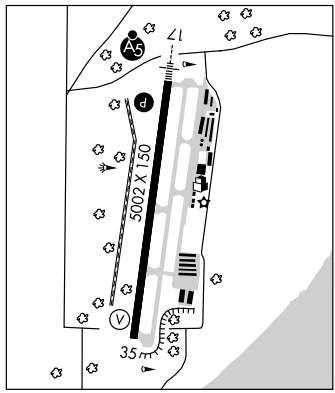
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

122° 35'W

122° 34'W

NW-1, 26 AUG 2010 to 23 SEP 2010

TACOMA NARROWS (TIW) 4 W UTC−8(−7DT) N47°16.08′ W122°34.69′ **SEATTLE**
294 B S4 **FUEL** 100LL, JET A OX 4 TPA—1294(1000) LRA NOTAM FILE TIW **H–1B, L–1D**
RWY 17–35: H5002X150 (ASPH–AFSC) S–50, D–80, 2S–102, 2D–80, 2D/2D2—150 MIRL **IAP, AD**
RWY 17: MALSR. PAPI(P4R)—GA 3.0°. TCH 50′. Rgt tfc.
RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 51′. Rgt tfc.
AIRPORT REMARKS: Attended 1500–0600Z‡. Deer on and in vicinity of arpt. Noise sensitive arpt, for noise abatement and tfc procedures call arpt manager 253–853–5844. ACTIVATE MALSR Rwy 17 and PAPI Rwy 17—CTAF. For customs call 253–593–6338 ext #2. Landing fee.
WEATHER DATA SOURCES: ASOS (253) 858–6507. LAWRS
COMMUNICATIONS: CTAF 118.5 **ATIS** 124.05 **UNICOM** 122.95
Ⓡ **SEATTLE APP/DEP CON** 120.1
TOWER 118.5 (1600–0400Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1600–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.
McCHORD (T) VORTAC 109.6 TCM Chan 33 N47°08.26′ W122°28.59′ 310° 8.9 NM to fld. 284/22E. No NOTAM MP Tue, Thu 0700–1600Z‡.
GRAYE NDB (MHW) 216 GRF N47°08.99′ W122°36.27′ 349° 7.2 NM to fld. NOTAM FILE SEA. Unmonitored when ATCT closed.
ILS 109.1 I–TIW Rwy 17. Class IA. ILS unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



TATOOSH N48°17.99′ W124°37.62′. NOTAM FILE SEA. **SEATTLE**
(H) VORTACW 112.2 TOU Chan 59 151° 21.9 NM to Quillayute. 1652/22E. **HIWAS.** **H–1A, L–1D**
RCO 122.25 (SEATTLE RADIO)

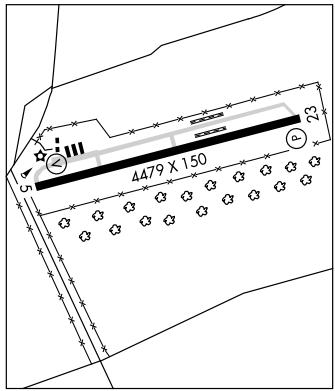
TEKOA

WILLARD FLD (73S) 2 NE UTC−8(−7DT) N47°14.13′ W117°02.63′ **SEATTLE**
2520 B **FUEL** 100LL NOTAM FILE SEA
RWY 04–22: H2260X40 (ASPH) MIRL
RWY 04: Tree. **RWY 22:** P–line.
AIRPORT REMARKS: Unattended. Self service fuel with credit card. Parachute Jumping. Grass areas not avbl for acft ops. Rwy 04–22 yellow centerline only. ACTIVATE MIRL Rwy 04–22—122.8.
COMMUNICATIONS: CTAF 122.9

TIETON STATE (See RIMROCK)

TOLEDO

ED CARLSON MEMORIAL FLD–SOUTH LEWIS CO (TDO) 3 N UTC−8(−7DT) **SEATTLE**
N46°28.63′ W122°48.39′ **L–1C**
374 B S4 **FUEL** 100 NOTAM FILE TDO
RWY 05–23: H4479X150 (ASPH) S–25 MIRL
RWY 05: REIL. SAVASI(S2L)—GA 3.0° TCH 40′. Windcone.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Fence.
AIRPORT REMARKS: Unattended. 24 hr credit card fuel facility. Parachute Jumping. Radio controlled acft adjacent Rwy 05–23 400′ and blo. Distance to go markers S side of rwy. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 05 and Rwy 23—CTAF. SAVASI Rwy 05 and PAPI Rwy 23 opr 24 hrs.
COMMUNICATIONS: CTAF 122.9
SEATTLE CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.
OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46°58.30′ W122°54.11′ 153° 29.9 NM to fld. 200/19E. **HIWAS.**



LOC I-TIW	APP CRS	Rwy Idg	5002
109.1	167°	TDZE	292
		Apt Elev	292

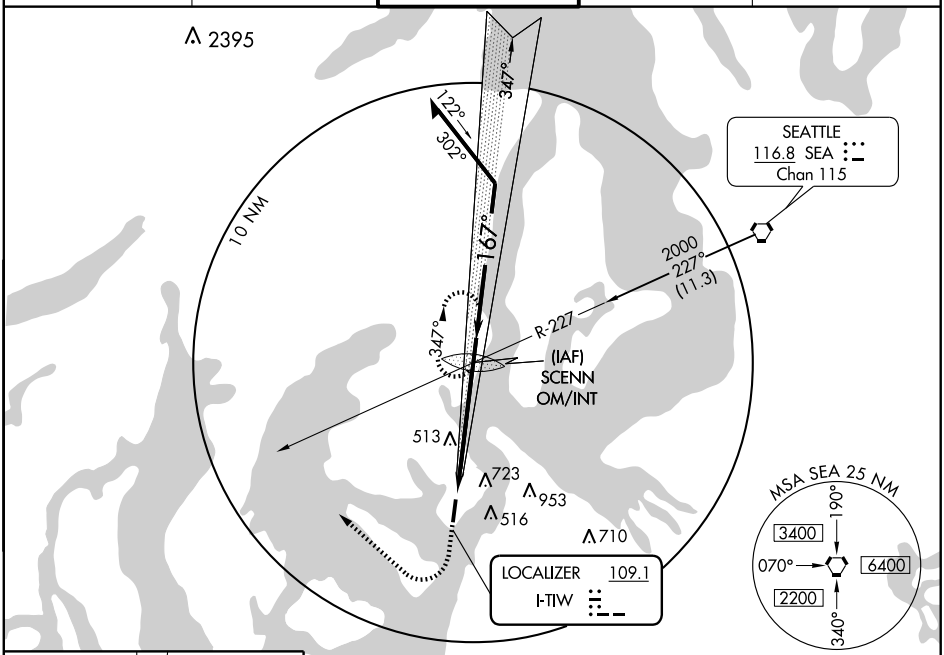
ILS RWY 17
TACOMA NARROWS (TIW)

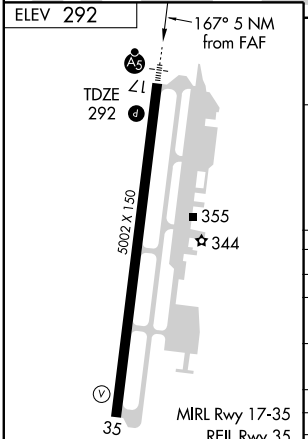
When control tower closed, obtain local altimeter setting on UNICOM, when not received, use McChord Field altimeter setting minimums. Circling not authorized East of Rwy 17-35.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 via heading 290° and SEA VORTAC R-227 to SCENN INT and hold.

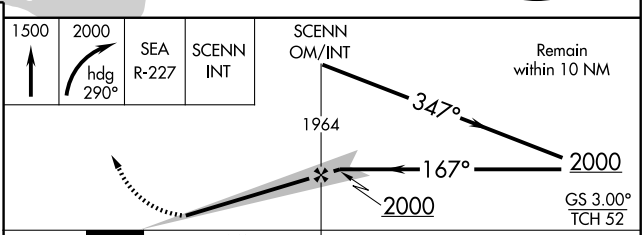
ATIS	SEATTLE APP CON	TACOMA TOWER★	GND CON	UNICOM
124.05	120.1 290.9	118.5 (CTAF) L 253.5	121.8	122.95





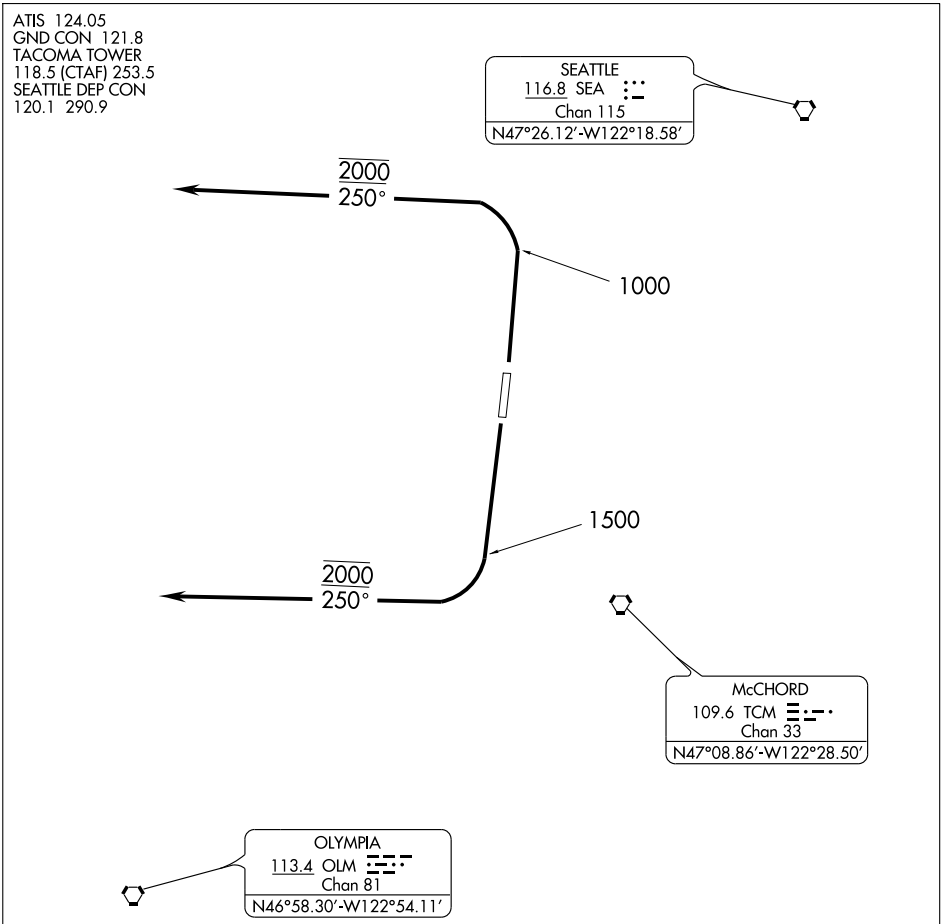
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1500	2000 hdg 290°	SEA R-227	SCENN INT



CATEGORY	A	B	C	D
S-ILS 17	492-½ 200 (200-½)			
S-LOC 17	760-½ 468 (500-½)		760-¾ 468 (500-¾)	760-1 468 (500-1)
CIRCLING	760-1 468 (500-1)		760-1½ 468 (500-1½)	860-2 568 (600-2)
McCHORD FIELD ALTIMETER SETTING MINIMUMS				
S-ILS 17	517-½ 225 (300-½)			
S-LOC 17	780-½ 488 (500-½)		780-¾ 488 (500-¾)	780-1 488 (500-1)
CIRCLING	780-1 488 (500-1)		780-1½ 488 (500-1½)	860-2 568 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb runway heading until leaving 1500, turn right heading 250°, maintain 2000. Expect filed altitude 5 minutes after departure. Expect radar vectors to assigned route

TAKE-OFF RUNWAY 35: Climb runway heading until leaving 1000, turn left heading 250°, maintain 2000. Expect filed altitude 5 minutes after departure. Expect radar vectors to assigned route.

LOST COMMUNICATIONS: If no transmissions are received for 3 minutes after departure, climb to filed altitude direct SEA VORTAC, thence via assigned route.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NDB GRF	APP CRS		
216	349°	Rwy Idg	5002
		TDZE	292
		Apt Elev	292

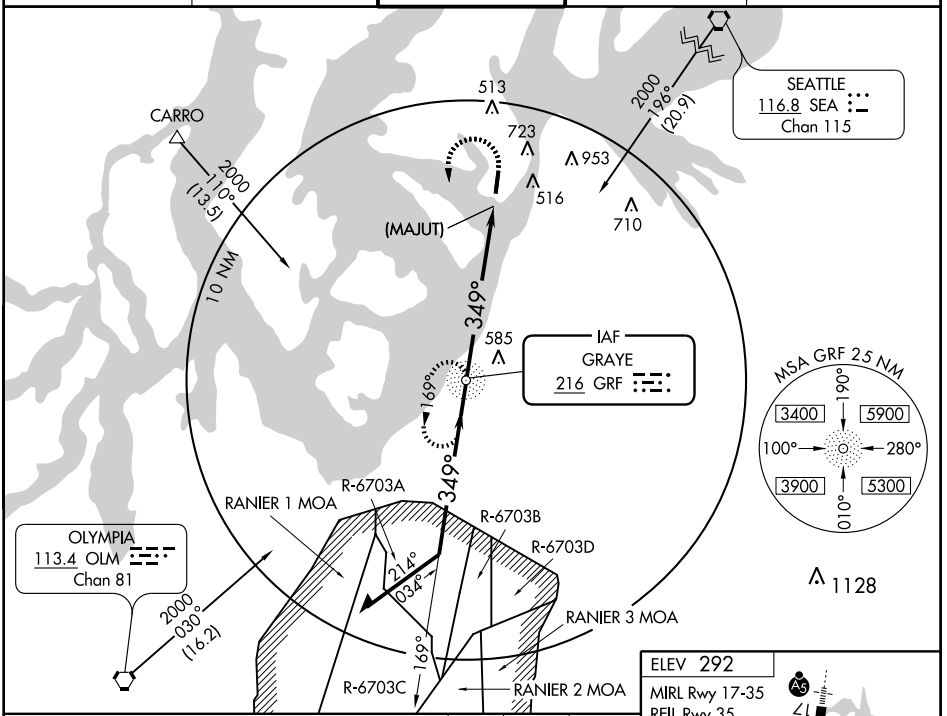
NDB RWY 35

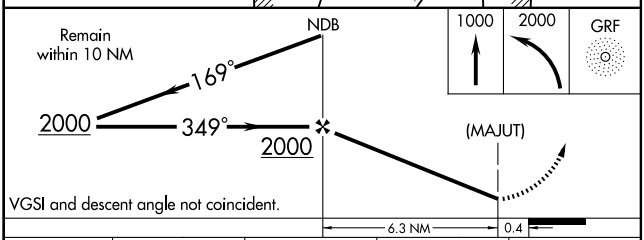
TACOMA NARROWS (TIW)

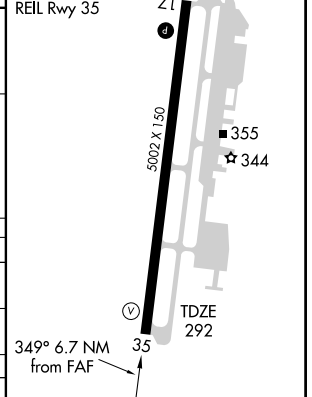
When control tower closed, obtain local altimeter setting on UNICOM; when not received, use McChord Field altimeter setting. Circling NA east of Rwy 17-35.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct GRF NDB and hold.

ATIS	SEATTLE APP CON	TACOMA TOWER★	GND CON	UNICOM
124.05	120.1 290.9	118.5 (CTAF) L 253.5	121.8	122.95







CATEGORY	A	B	C	D
S-35	1000-1	708 (800-1)	1000-2 708 (800-2)	1000-2¼ 708 (800-2¼)
CIRCLING	1000-1	708 (800-1)	1000-2 708 (800-2)	1000-2¼ 708 (800-2¼)
McCHORD FIELD ALTIMETER SETTING MINIMUMS				
S-35	1020-1	728 (800-1)	1020-2 728 (800-2)	1020-2¼ 728 (800-2¼)
CIRCLING	1020-1	728 (800-1)	1020-2 728 (800-2)	1020-2¼ 728 (800-2¼)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 82608 W17A	APP CRS 167°	Rwy Idg 5002 / TDZE 294 / Apt Elev 294

RNAV (GPS) RWY 17

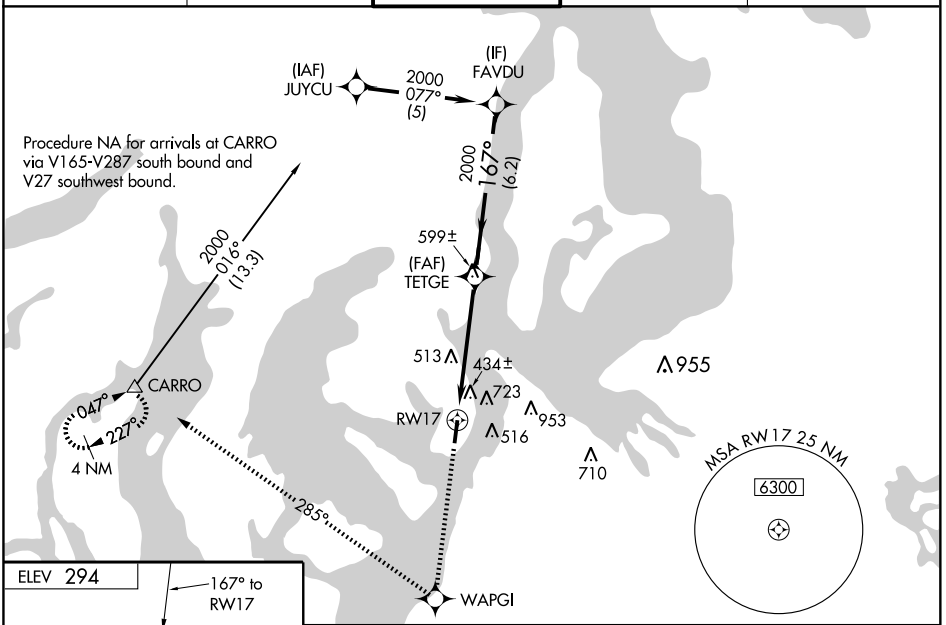
TACOMA NARROWS (TIW)

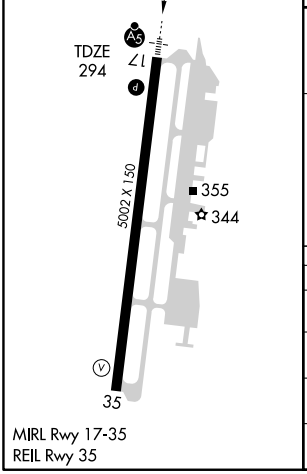
T Inoperative table does not apply to LNAV Cats A and B.
A Circling NA east of Rwy 17/35.
Baro-VNAV NA when using McChord Field altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use McChord Field altimeter setting and increase all DA/MDA 40 feet.

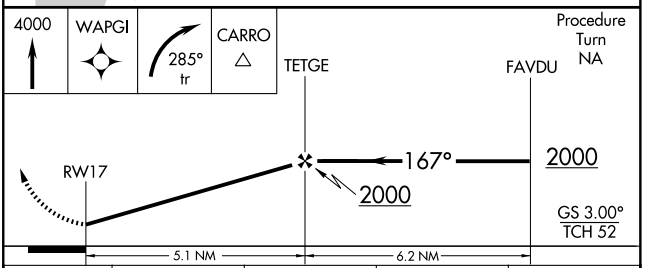
MALSR

MISSED APPROACH: Climb to 4000 direct WAPGI and right turn via 285° track to CARRO and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE APP CON	TACOMA TOWER ★	GND CON	UNICOM
124.05	120.1 290.9	118.5 (CTAF) L 253.5	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	638-1 344 (400-1)			
LNAV/VNAV DA	992-2 698 (700-2)			
LNAV MDA	980-1 686 (700-1)		980-1½ 686 (700-1½)	980-1¾ 686 (700-1¾)
CIRCLING	980-1 686 (700-1)		980-2 686 (700-2)	980-2¼ 686 (700-2¼)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5002
CH 50312	347°	TDZE	294
W35A		Apt Elev	294

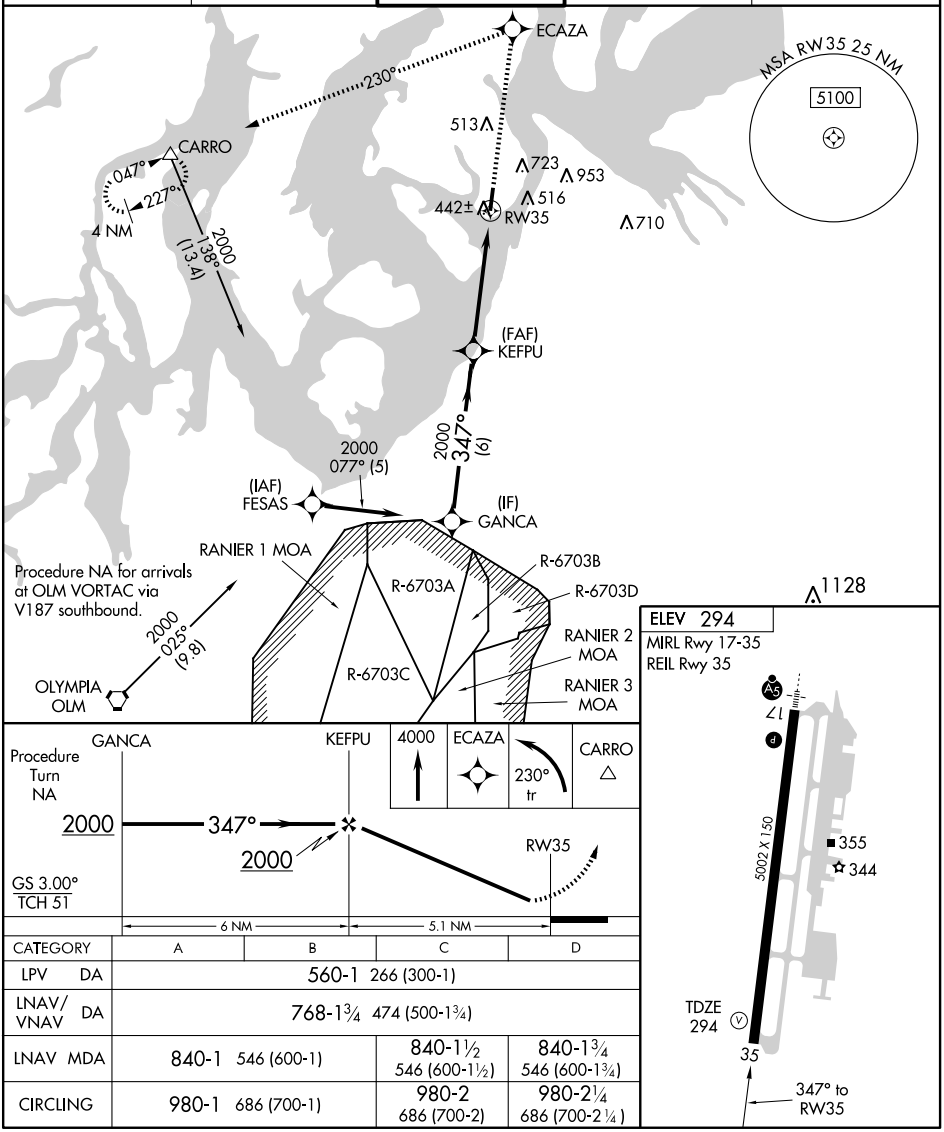
RNAV (GPS) RWY 35

TACOMA NARROWS (TIW)

Baro-VNAV NA when using McChord Field altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA. Circling NA east of Rwy 17-35.
When local altimeter setting not received, use McChord Field altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct ECAZA and left turn via 230° track to CARRO and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE APP CON	TACOMA TOWER ★	GND CON	UNICOM
124.05	120.1 290.9	118.5 (CTAF) L 253.5	121.8	122.95



CATEGORY	A	B	C	D
LPV DA	560-1 266 (300-1)			
LNAV/VNAV DA	768-1¾ 474 (500-1¾)			
LNAV MDA	840-1 546 (600-1)		840-1½ 546 (600-1½)	840-1¾ 546 (600-1¾)
CIRCLING	980-1 686 (700-1)		980-2 686 (700-2)	980-2¼ 686 (700-2¼)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

PEARSON FLD (VUO) 2 SW UTC−8(−7DT) N45°37.23′ W122°39.39′ **SEATTLE**
25 S4 **FUEL** 100LL OX 2 TPA—1025(1000) NOTAM FILE VUO **L–1C**
RWY 08–26: H3275X60 (ASPH) MIRL **IAP**
RWY 08: REIL. VASI(V4R)—GA 3.75° TCH 31′. Bridge. **RWY 26:** REIL. PAPI(P2R). Thld dsplcd 762′. Tree. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 08: TORA–3275 TODA–3275 ASDA–3065 LDA–3065
RWY 26: TORA–3275 TODA–3275 ASDA–3275 LDA–2513
AIRPORT REMARKS: Attended Nov–Mar Mon–Fri 1630–0130Z‡, Apr–Oct Mon–Fri 1600–0400Z‡. Self service fuel avbl 24 hrs by credit card. Geese on and invof arpt. Rwy 08 thld relocated 762′ for ngt ops, 2513′ of Rwy 08–26 usable at ngt. When operating over the rwy centerline or rwy centerline extended—maintain at or blo 700′ MSL due to tfc and wake turbulence from overflying acft to/from Portland International arpt Rwy 10L–28R. Portland International arpt Rwy 10L–28R extended centerline crosses Pearson Rwy 08 thld. Rwy 08–26 860′ stopway on west end. Rwy 08 VASI unusable byd 6° left and right of rwy centerline.
WEATHER DATA SOURCES: ASOS 135.125 (360) 696–1280.
COMMUNICATIONS: CTAF/UNICOM 123.0
VANCOUVER RCO 122.35 (SEATTLE RADIO)
Ⓡ **PORTLAND APP CON** 118.1 (100°–279°) 124.35 (280°–099°) Ⓡ**PORTLAND DEP CON** 124.35
CLNC DEL 121.65
VFR ADVSY SVC 119.0
AIRSPACE: CLASS D svc continuous. Acft will ctc Portland Intl, or twr Clnc Del on 119.0 prior to entering Class D airspace and prior to dep.
RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.
BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 179° 8.1 NM to fld. 253/21E.
LDA 111.3 I–IAP Rwy 08.
COMM/NAV/WEATHER REMARKS: Arrivals ctc Portland twr on 119.0 prior to entering CLASS D airspace for traffic and wake turbulence advisories. Departures ctc Portland twr on 119.0 prior to dep.

VASHON MUNI (2S1) 1 NW UTC−8(−7DT) N47°27.52′ W122°28.45′ **SEATTLE**
316 TPA—1299 (983) NOTAM FILE SEA
RWY 17–35: 2001X60 (TURF) LIRL (NSTD)
RWY 17: Trees. Rgt tfc. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. Occasional large wild animals on arpt. Rwy 17–35 soft when wet. Hangars 90′ east and west of centerline. Deep ditch 5–10′ west of rwy edge the full length. Touch and go ldgs not recommended. Turbulence possible at N end of Rwy 17–35 with strong crosswinds. Helicopter parking area restricted to Medevac ops. Use noise abatement procedures climb straight ahead to 700′ AGL. Recommend calling for fld conditions 206–463–3142. Night operations only for pilots familiar with arpt close in obstructions. Rwy 17–35 NSTD LIRL, thld lgts 360° green.
COMMUNICATIONS: CTAF 122.9
HELIPAD H1: 98X98 (TURF) RWY LGTS (NSTD)
HELIPORT REMARKS: Helipad H1 yellow perimeter lgts. Helipad H1 for medivac emerg svcs only.

VISTA FLD (See KENNEWICK)

LOC/DME I-VDG	APP CRS	Rwy Idg	N/A
111.3	099°	TDZE	N/A
Chan 50		Apt Elev	25

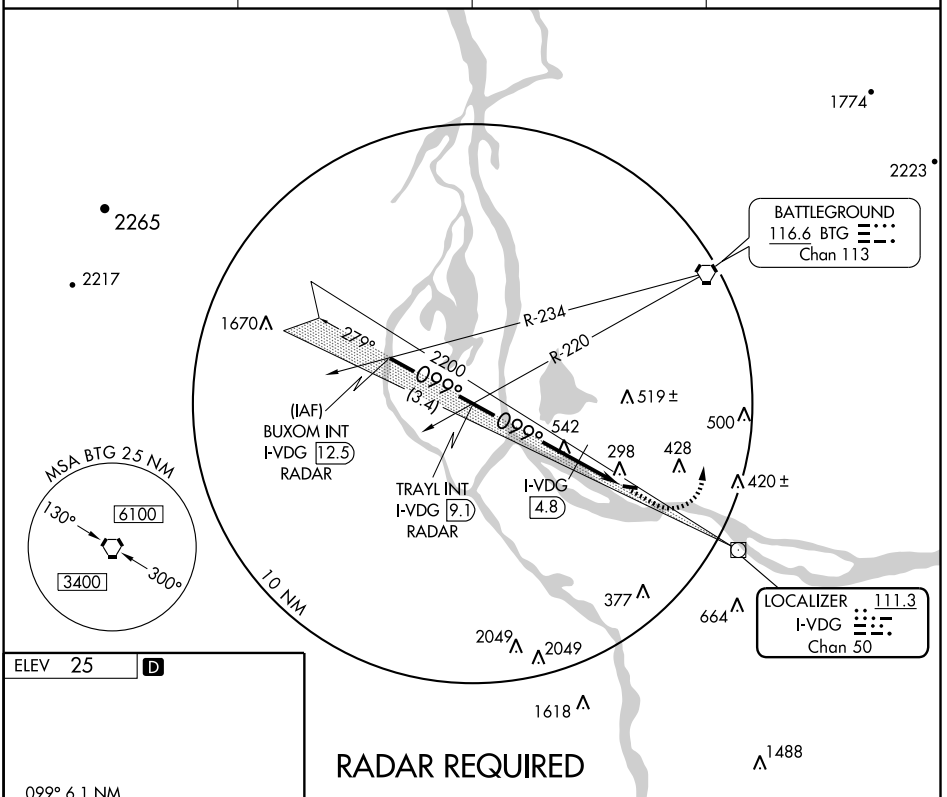
LDA-A

VANCOUVER/PEARSON FIELD (VUO)

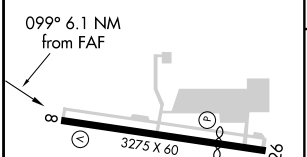
T
A NA — Use Portland Intl altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 4000 direct to BTG VORTAC.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
135.125	124.35 299.2	121.65	123.0 (CTAF) L

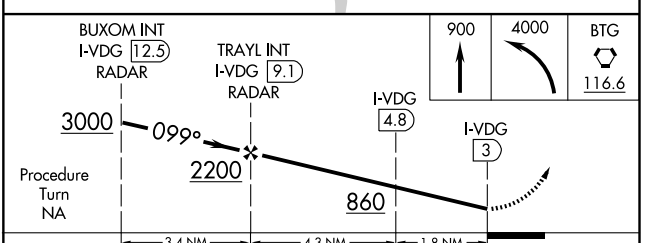


ELEV 25 D



REIL Rwys 8 and 26
MIRL Rwy 8-26 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



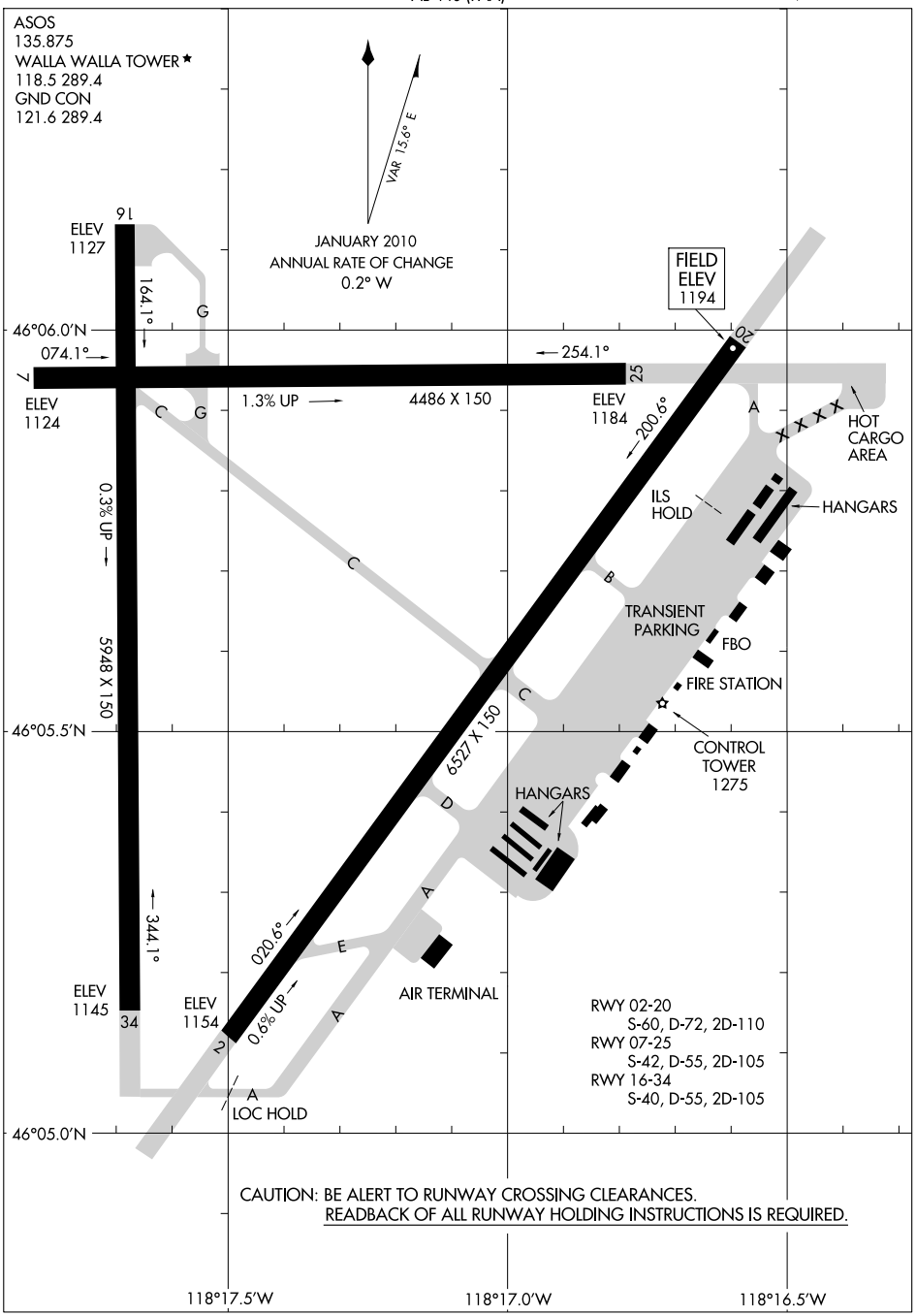
CATEGORY	A	B	C	D
CIRCLING	860-1 835 (900-1)	860-1¼ 835 (900-1¼)	NA	
DME MINIMUMS				
CIRCLING	660-1 635 (700-1)	720-1 695 (700-1)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

WALLA WALLA RGNL (ALW)
WALLA WALLA, WASHINGTON

AL-440 (FAA)



NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

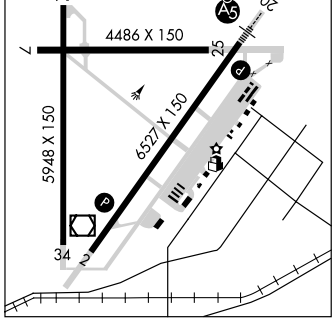
WALLA WALLA, WASHINGTON
WALLA WALLA RGNL (ALW)

10210

WALLA WALLA

PAGE (9W2) 2 S UTC−8(−7DT) N46°00.99′ W118°22.23′ **SEATTLE**
800 NOTAM FILE SEA Not insp
RWY 09–27: 2000X25 (TURF)
RWY 09: Rgt tfc.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

WALLA WALLA RGNL (ALW) 3 NE UTC−8(−7DT) N46°05.69′ W118°17.34′ **SEATTLE**
1194 B S4 **FUEL** 100LL, JET A OX 2 Class I, ARFF Index A NOTAM FILE ALW **H–1C, L–13A**
RWY 02–20: H6527X150 (ASPH–GRVD) S–60, D–72, 2D–110 HIRL 0.6% up NE **IAP, AD**
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 16–34: H5948X150 (ASPH–CONC) S–40, D–55, 2D–105 0.3% up SE
RWY 16: Ground.
RWY 07–25: H4486X150 (ASPH–CONC) S–42, D–55, 2D–105 1.3% up E.
AIRPORT REMARKS: Attended 1430–0300Z‡. Self svc credit card fueling facility located 600′ N of tower. For svc after hours call 509–529–4243. ARFF services avbl during scheduled air carrier opr. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 509–525–3100. Rwy 07–25 CLOSED to scheduled air carrier opr. Rwy 16–34 CLOSED to scheduled air carrier opr. Rwy 07–25 large cracks and surface variations may impair directional control. Rwy 16–34 large cracks and surface variations. When twr clsd ACTIVATE MALSR Rwy 20, REIL Rwy 02, HIRL Rwy 02–20 and PAPI Rwy 02 and Rwy 20—CTAF.
WEATHER DATA SOURCES: ASOS 135.875 (509) 525–3014.
COMMUNICATIONS: CTAF 118.5
RCO 122.3 (SEATTLE RADIO)
Ⓡ **CHINOOK APP/DEP CON** 133.15 (1400–0600Z‡).
Ⓡ **SEATTLE CENTER APP/DEP CON** 132.6 (0600–1400Z‡).
TOWER 118.5 (1430–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1430–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ALW.
(L) VORW/DME 116.4 ALW Chan 111 N46°05.22′ W118°17.55′ at fld. 1179/20E.
VOR/DME portions unusable:
010°–065° byd 31 NM blo 12,500′ 095°–140° byd 20 NM blo 13,500′
065°–095° byd 20 NM blo 14,500′
DME portion unusable: 140°–145° byd 20 NM blo 11,500′
TRINA NDB (LOM) 353 AL N46°10.53′ W118°11.78′ 199° 6.2 NM to fld.
ILS 111.7 I–ALW Rwy 20. Class IE. LOM TRINA NDB.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



WALLULA N46°01.36′ W118°51.52′ **SEATTLE**
RCO 122.6 (MC MINNVILLE RADIO) **L–13A**

LOC I-ALW	APP CRS	Rwy Idg	6527
111.7	196°	TDZE	1194
		Apt Elev	1194

ILS or LOC/DME Z RWY 20

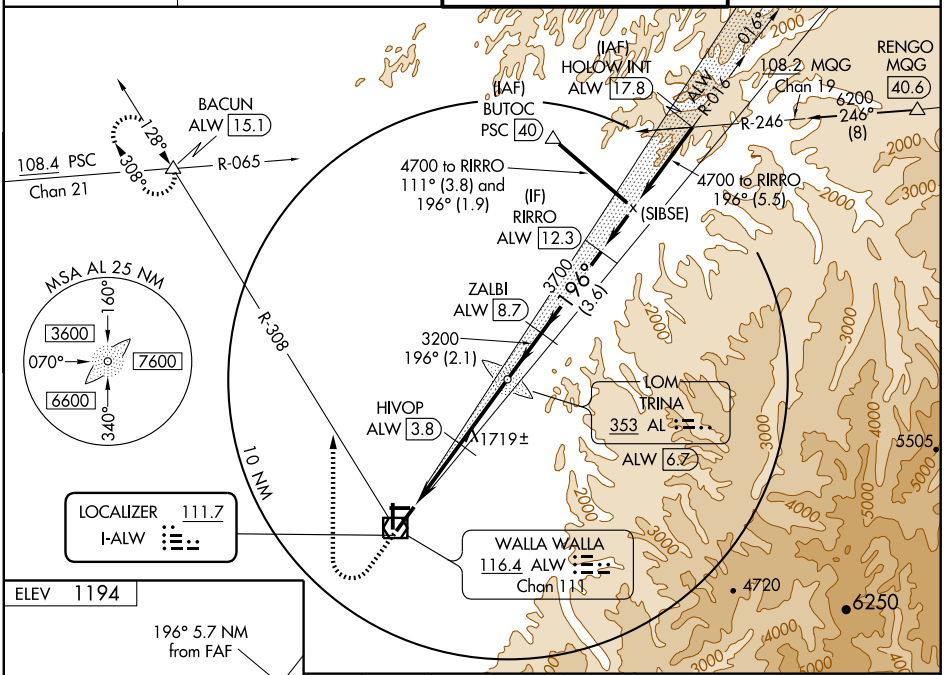
WALLA WALLA RGNL (ALW)

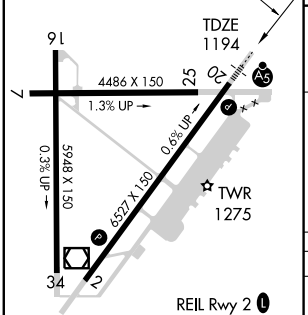
DME required. When local altimeter setting not received, use Pendleton altimeter setting and increase all DA and all MDA 120 feet, increase S-LOC 20 Cat A visibility ¼ mile and Cat C visibility ½ mile, and Circling Cat A visibility ¼ mile and Cat C visibility ½ mile. When using Pendleton altimeter setting, S-LOC 20 and Circling Cat D minimums NA. # RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, when using Pendleton altimeter setting, increase S-ILS 20 all Cats visibility to 5000 RVR. DME from ALW VOR/DME. Simultaneous reception of I-ALW and ALW VOR/DME required.

MALSR

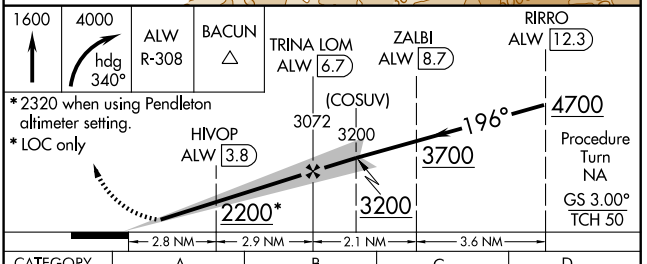
MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 heading 340° and ALW VOR/DME R-308 to BACUN INT/ALW 15.1 DME and hold.

ASOS	CHINOOK APP CON ★	WALLA WALLA TOWER ★	GND CON
135.875	133.15 379.15	118.5 (CTAF) L 289.4	121.6 289.4





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 20	#1394/24 200 (200-½)			
S-LOC 20	1980/24 786 (800-½)	1980/40 786 (800-¾)	1980-1¾ 786 (800-1¾)	1980-2 786 (800-2)
CIRCLING	1980-1 786 (800-1)	1980-1¼ 786 (800-1¼)	1980-2¼ 786 (800-2¼)	1980-2½ 786 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-ALW	APP CRS	Rwy Idg	6527
111.7	196°	TDZE	1194
		Apt Elev	1194

ILS or LOC Y RWY 20

WALLA WALLA RGNL (ALW)

When local altimeter setting not received, use Pendleton altimeter setting and increase all DA and all MDA 120 feet. Increase HIVOP DME fix S-LOC 20 Cat A visibility ¼ mile, Cat C visibility ½ mile, and Circling Cat A visibility ¼ mile and Cat C visibility ½ mile. Cat D NA when using Pendleton altimeter setting.

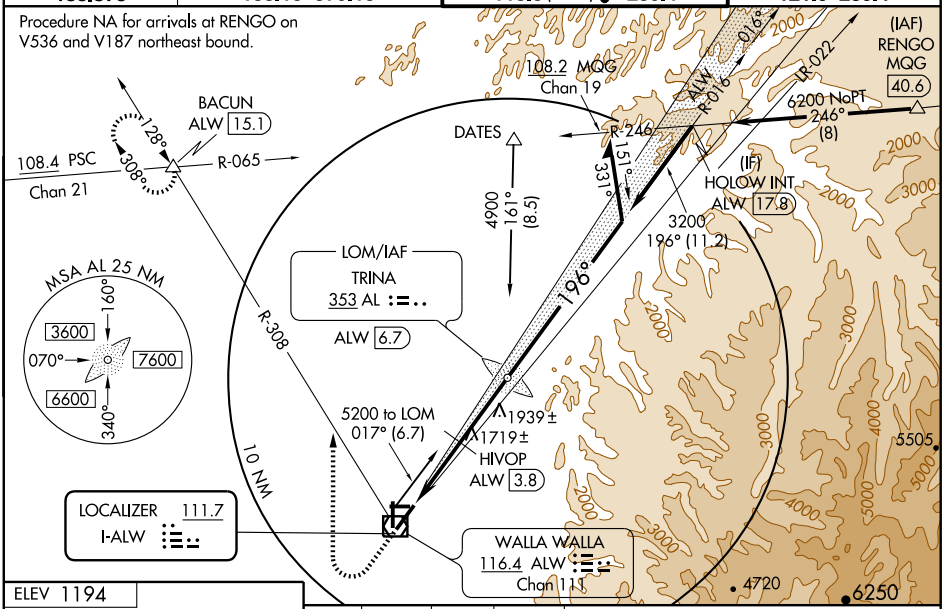
RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, when using Pendleton altimeter setting increase S-ILS 20 all Cats visibility ½ mile. Inoperative table does not apply to S-LOC 20 Cat A visibility when using Pendleton altimeter setting.

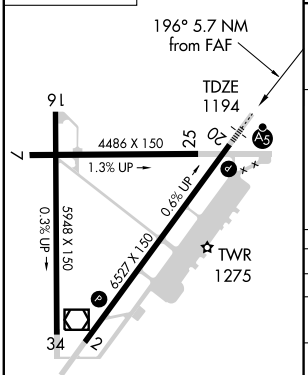
MALSR

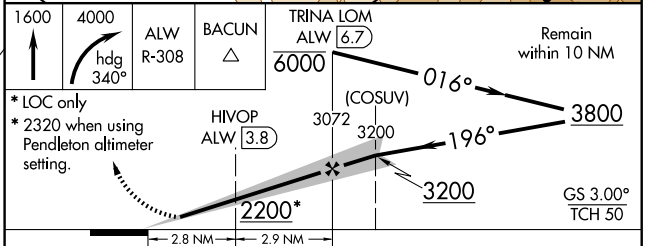
MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 heading 340° and ALW VOR/DME R-308 to BACUN INT/ ALW 15.1 DME and hold.

ASOS	CHINOOK APP CON ★	WALLA WALLA TOWER ★	GND CON
135.875	133.15 379.15	118.5 (CTAF) L 289.4	121.6 289.4

Procedure NA for arrivals at RENGO on V536 and V187 northeast bound.







CATEGORY	A	B	C	D
S-ILS 20	#1394/24		200 (200-½)	
S-LOC 20	2200/40 1006 (1100-¾)	2200/50 1006 (1100-1)	2200-2½ 1006 (1100-2½)	
CIRCLING	2200-1¼ 1006 (1100-1¼)	2200-1½ 1006 (1100-1½)	2200-3 1006 (1100-3)	
HIVOP DME FIX MINIMUMS				
S-LOC 20	1980/24 786 (800-½)	1980/40 786 (800-¾)	1980-1¾ 786 (800-1¾)	1980-2 786 (800-2)
CIRCLING	1980-1 786 (800-1)	1980-1¼ 786 (800-1¼)	1980-2¼ 786 (800-2¼)	1980-2½ 786 (800-2½)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOM AL	APP CRS	Rwy Idg	6527
353	196°	TDZE	1194
		Apt Elev	1194

NDB RWY 20

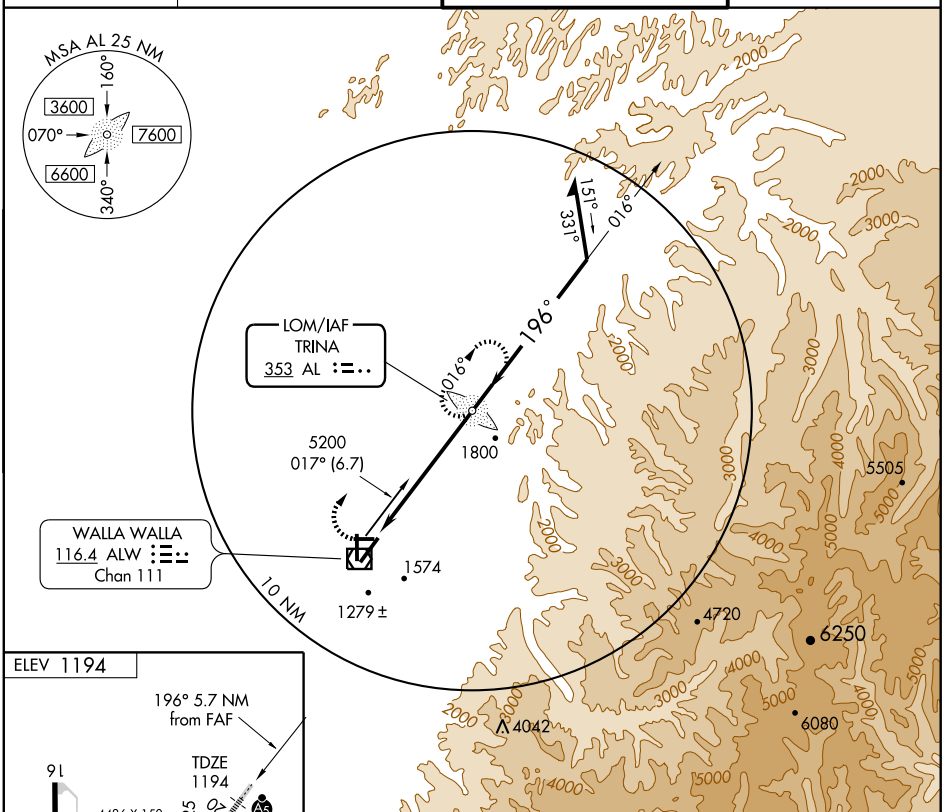
WALLA WALLA RGNL (ALW)

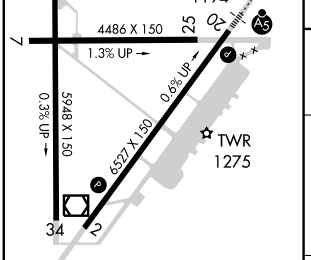
Cat. A and B S-20 visibility increased ½ mile for inoperative ALSF-1.

MALSR

MISSED APPROACH: Climbing right turn to 3700 direct TRINA LOM and hold.

ASOS	CHINOOK APP CON ★	WALLA WALLA TOWER ★	GND CON
135.875	133.15 379.15	118.5 (CTAF) L 289.4	121.6 289.4

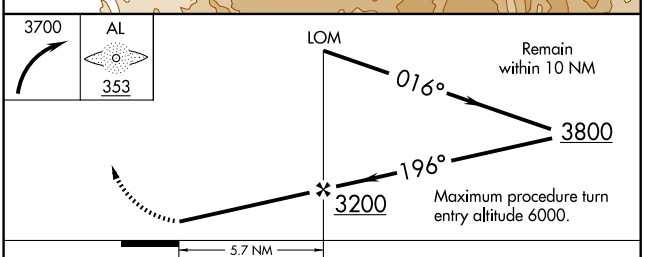




REIL Rwy 2 L

HIRL Rwy 2-20 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-20	2200/40 1006 (1100-¾)	2200/50 1006 (1100-1)	2200-2½ 1006 (1100-2½)	2200-2¾ 1006 (1100-2¾)
CIRCLING	2200-1¼ 1006 (1100-1¼)	2200-1½ 1006 (1100-1½)	2200-3 1006 (1100-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

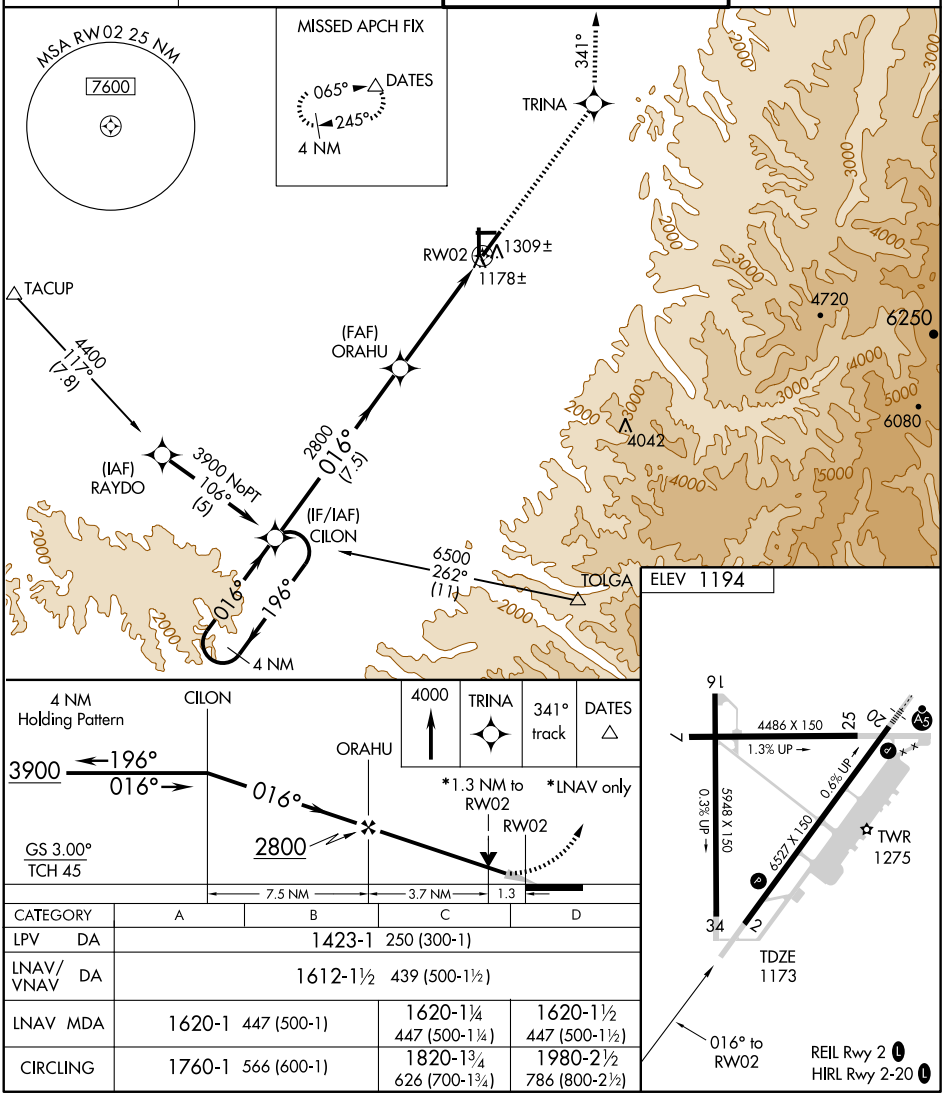
WAAS	APP CRS	Rwy Idg	6527
CH 72805	016°	TDZE	1173
W02A		Apt Elev	1194

RNAV (GPS) RWY 2
WALLA WALLA RGNL (ALW)

▼ DME/DME RNP- 0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
When local altimeter setting not received, use Pendleton altimeter setting and increase all DAs/MDAs 120 feet and LPV visibilities ¼ mile, LNAV/VNAV visibilities ½ mile, LNAV Cats. C/D visibility ¼ mile, and Circling Cat. C/D visibility ½ mile.
VDP and Baro-VNAV NA when using Pendleton altimeter setting.

MISSED APPROACH: Climb to 4000 direct TRINA and via 341° track to DATES and hold.

ASOS	CHINOOK APP CON ★	WALLA WALLA TOWER ★	GND CON
135.875	133.15 379.15	118.5 (CTAF) L 289.4	121.6 289.4



CATEGORY	A	B	C	D
LPV DA	1423-1 250 (300-1)			
LNAV/VNAV DA	1612-1½ 439 (500-1½)			
LNAV MDA	1620-1 447 (500-1)		1620-1¼ 447 (500-1¼)	1620-1½ 447 (500-1½)
CIRCLING	1760-1 566 (600-1)		1820-1¾ 626 (700-1¾)	1980-2½ 786 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 16

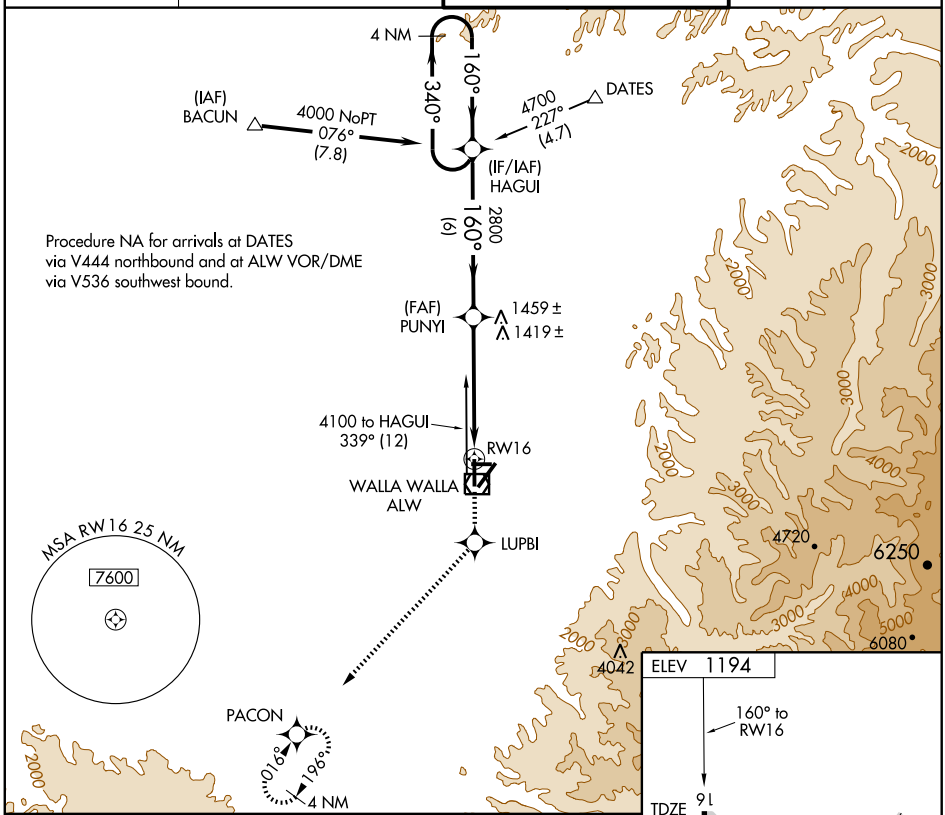
WALLA WALLA RGNL (ALW)

APP CRS	Rwy Idg	5948
160°	TDZE	1136
	Apt Elev	1194

Straight-in/circling to Rwy 16 NA at night.
DME/DME RNP-0.3 NA.
Inoperative table does not apply.

MISSED APPROACH: Climb to 4000 direct LUPBI and via 203° track to PACON and hold.

ASOS	CHINOOK APP CON ★	WALLA WALLA TOWER ★	GND CON
135.875	133.15 379.15	118.5 (CTAF) L 289.4	121.6 289.4



CATEGORY	A	B	C	D
LNAV MDA	1660-1 524 (600-1)		1660-1½ 524 (600-1½)	1660-1¾ 524 (600-1¾)
CIRCLING	1760-1 566 (600-1)		1820-1¾ 626 (700-1¾)	1980-2½ 786 (800-2½)

REIL Rwy 2 L
HIRL Rwy 2-20 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 90299 W20A	APP CRS 196°	Rwy Idg 6527 TDZE 1194 Apt Elev 1194

RNAV (GPS) RWY 20
WALLA WALLA RGNL (ALW)

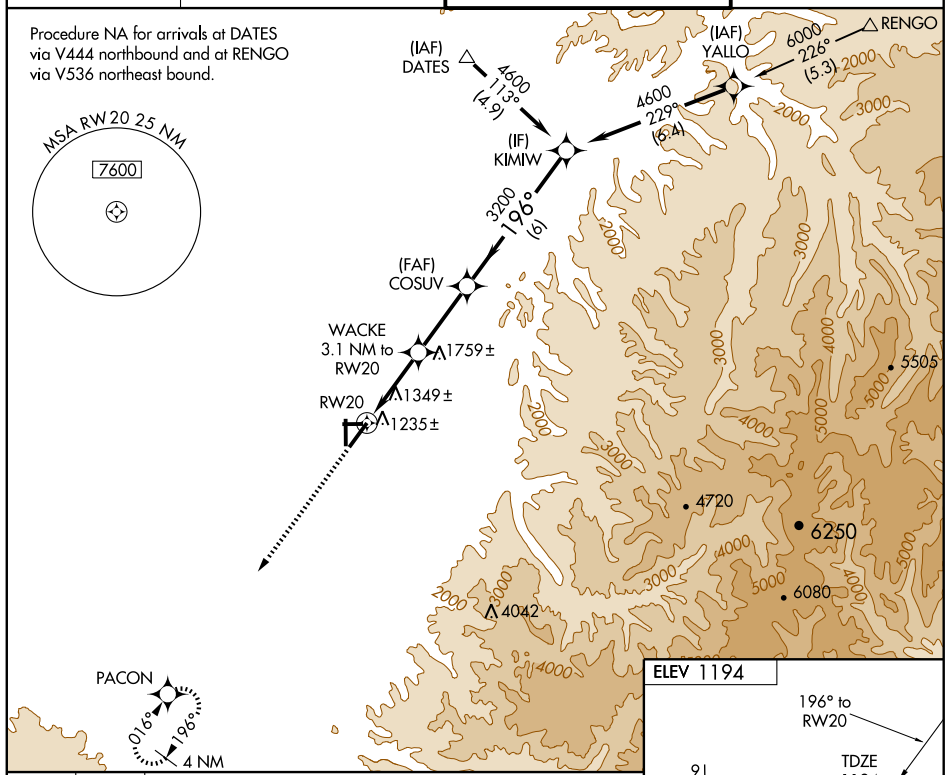
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -17°C (2°F).
For inoperative MALSR, increase LPV visibility all Cats to RVR 4000.

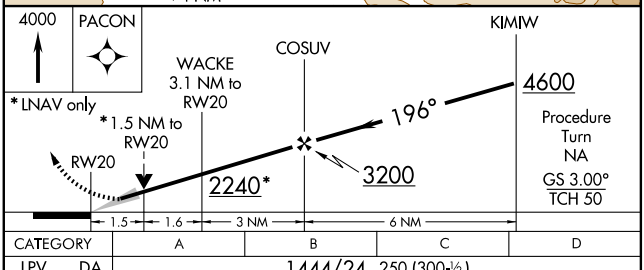
MALSR

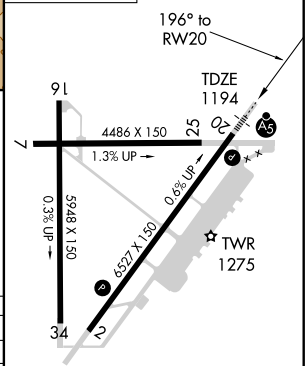
MISSED APPROACH: Climb to 4000 direct PACON and hold.

ASOS	CHINOOK APP CON ★	WALLA WALLA TOWER ★	GND CON
135.875	133.15 379.15	118.5 (CTAF) L 289.4	121.6 289.4

Procedure NA for arrivals at DATES via V444 northbound and at RENGO via V536 northeast bound.







CATEGORY	A	B	C	D
LPV DA	1444/24 250 (300-½)			
LNAV/VNAV DA	1694/60 500 (500-1¼)			
LNAV MDA	1720/24 526 (600-½)		1720/50 526 (600-1)	1720/60 526 (600-1¼)
CIRCLING	1760-1¾ 566 (600-1¾)		1820-1¾ 626 (700-1¾)	1980-2½ 786 (800-2½)

REIL Rwy 2 L
HIRL Rwy 2-20 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

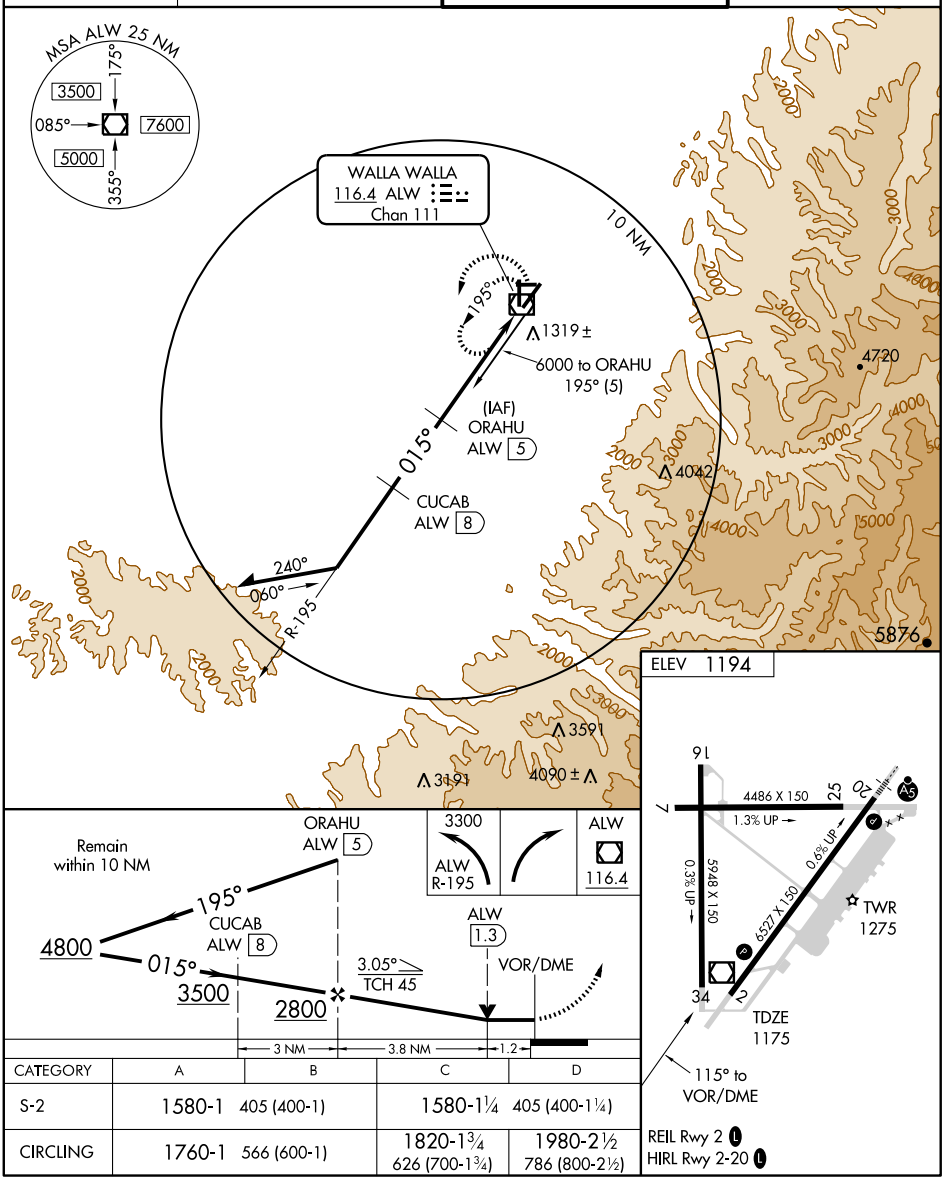
VOR/DME ALW	APP CRS	Rwy Idg	6527
116.4	015°	TDZE	1175
Chan 111		Apt Elev	1194

VOR/DME RWY 2

WALLA WALLA RGNL (ALW)

MISSED APPROACH: Climbing left turn to 3300 via ALW VOR/DME R-195 within 10 DME then turn right direct ALW VOR/DME and hold.

ASOS	CHINOOK APP CON ★	WALLA WALLA TOWER ★	GND CON
135.875	133.15 379.15	118.5 (CTAF) L 289.4	121.6 289.4



CATEGORY	A	B	C	D
S-2	1580-1	405 (400-1)	1580-1¼	405 (400-1¼)
CIRCLING	1760-1	566 (600-1)	1820-1¾ 626 (700-1¾)	1980-2½ 786 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME ALW	APP CRS	Rwy Idg	5948
116.4	154°	TDZE	1136
Chan 111		Apt Elev	1194

VOR RWY 16

WALLA WALLA RGNL (ALW)

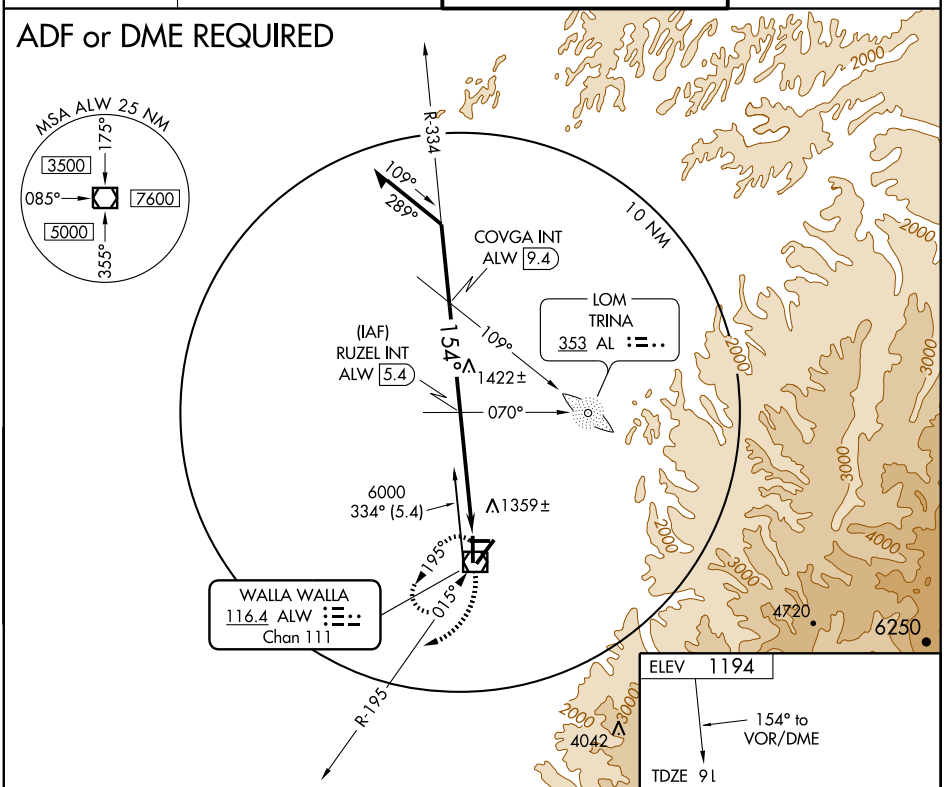
Straight-in/circling to Rwy 16 NA at night. Inoperative table does not apply.

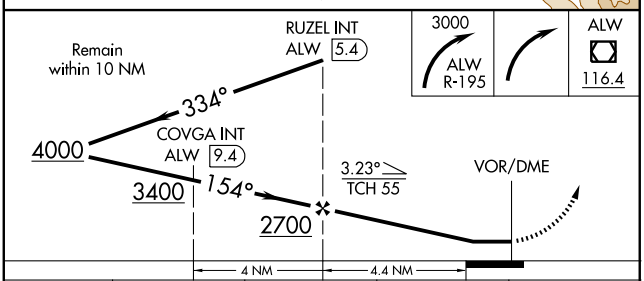
NA

MISSED APPROACH: Climbing right turn to 3000 via ALW VOR/DME R-195 within 10 DME then right turn direct ALW VOR/DME and hold.

ASOS	CHINOOK APP CON ★	WALLA WALLA TOWER ★	GND CON
135.875	133.15 379.15	118.5 (CTAF) L 289.4	121.6 289.4

ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-16	1620-1	484 (500-1)	1620-1¼ 484 (500-1¼)	1620-1½ 484 (500-1½)
CIRCLING	1760-1	566 (600-1)	1820-1¾ 626 (700-1¾)	1980-2½ 786 (800-2½)



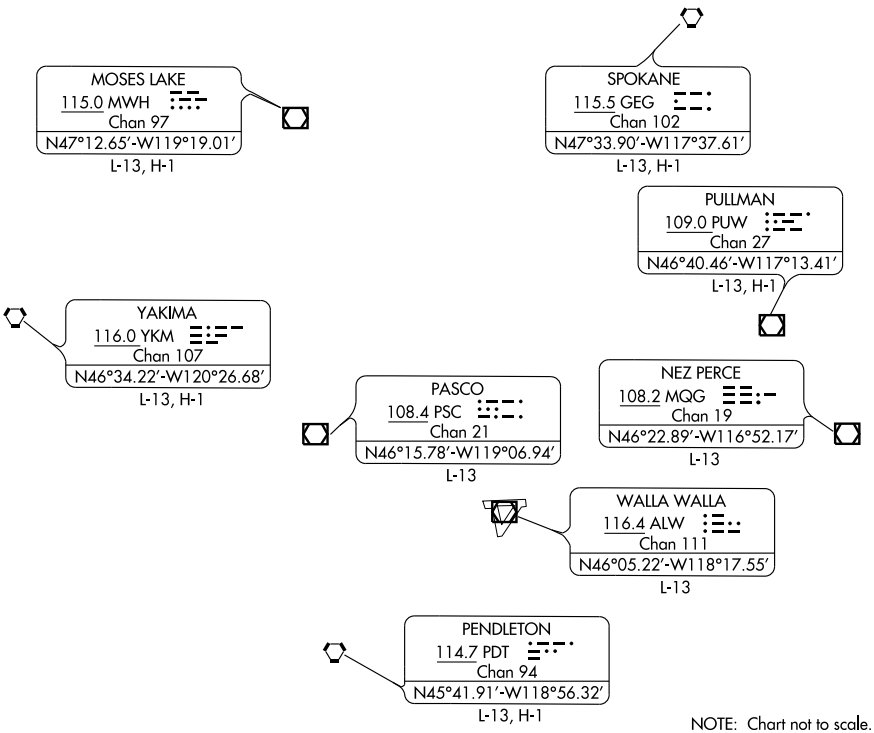
REIL Rwy 2 L
HIRL Rwy 2-20 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WALLA WALLA ONE DEPARTURE

SL-440 (FAA)

WALLA WALLA GND CON
121.6 289.4
WALLA WALLA TOWER ★
118.5 (CTAF) 289.4
CHINOOK APP CON ★
133.15 379.15



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via specified turn and heading for vector to assigned route.
LOST COMMUNICATIONS: If not in contact with Departure Control after reaching 2500′ continue climb to assigned altitude and proceed direct to ALW VOR/DME, thence via assigned route.
Note: Air Traffic Control may assign turns and magnetic headings of 195° clockwise through 020° in the initial clearance.

WENATCHEE

PANGBORN MEM (EAT) 4 E UTC−8(−7DT) N47°23.89′ W120°12.34′ **SEATTLE**

1249 B S4 **FUEL** 100LL, JET A OX 1, 2 Class I, ARFF Index B NOTAM FILE EAT **H–1B, L–1D, 13A**

RWY 12–30: H5700X150 (ASPH–GRVD) S–75, D–100, 2S–97, 2D–250 MIRL **IAP**

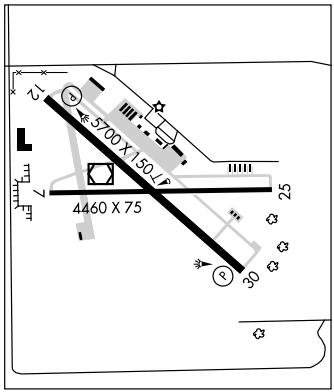
RWY 12: REIL. PAPI(P4L)—GA 3.6° TCH 50′. Road. Rgt tfc.

RWY 30: RAIL, REIL. PAPI(P2L)—GA 4.3° TCH 45′.

RWY 07–25: H4460X75 (ASPH) S–50, D–77, 2S–97, 2D–136

1.0% up SE

RWY 07: Tree. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–4460	TODA–4460	ASDA–4460	LDA–4460
RWY 12:	TORA–5700	TODA–5700	ASDA–5700	LDA–5700
RWY 25:	TORA–4460	TODA–4460	ASDA–4460	LDA–4460
RWY 30:	TORA–5700	TODA–5700	ASDA–5700	LDA–5700

AIRPORT REMARKS: Attended continuously. Rwy 07–25 CLOSED to all night operations. CLOSED to air carrier operations. Rwy 07–25 has extensive cracks, vegetation, and surface deterioration. Rwy 12 preferred no wind rwy. 24 hr PPR for unscheduled air carrier operations with more than 30 passenger seats call arpt ops, 509–860–1852. Bird hazard. Glider activity from Mar–Nov. Reflectors on Twys D and F only. ACTIVATE MIRL Rwy 12–30, REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 12 and Rwy 30 opr continuously.

WEATHER DATA SOURCES: ASOS 119.925 (509) 886–4226.

HIWAS 111.0 EAT.

COMMUNICATIONS: CTAF/UNICOM 123.0

BADGER MOUNTAIN RCO 122.3 (SEATTLE RADIO)

WENATCHEE RCO 122.6 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 126.1

RADIO AIDS TO NAVIGATION: NOTAM FILE EAT.

WENATCHEE (L) VORW/DME 111.0 EAT Chan 47 N47°23.98′ W120°12.65′ at fld. 1224/19E. **HIWAS.** DME unmonitored.

ILS/DME 109.35 I–ADJ Chan 30(Y) Rwy 12. LOC unusable byd 15 NM blo 5700′.

COMM/NAV/WEATHER REMARKS: HIWAS unavailable.

WESTPORT (14S) 1 N UTC−8(−7DT) N46°53.82′ W124°06.05′ **SEATTLE**

14 NOTAM FILE SEA

RWY 12–30: H2318X50 (ASPH) MIRL

RWY 12: VASI(V2L). **RWY 30:** VASI(V2L). Rgt tfc.

AIRPORT REMARKS: Unattended. Large bird nesting area adjacent to Rwy 12–30. Rwy 12–30 soft shoulders.

COMMUNICATIONS: CTAF 122.9

WHATCOM N48°56.72′ W122°34.76′ NOTAM FILE BLI **SEATTLE**

(H) VORTACW 113.0 HUH Chan 77 150° 9.3 NM to Bellingham Intl. 83/20E **HIWAS** **H–1B, L–1E**

WHIDBEY AIR PARK (See LANGLEY)

LOC/DME I-ADJ	APP CRS	Rwy Idg	5700
109.35	116°	TDZE	1226
Chan 30 (Y)		Apt Elev	1249

ILS Y RWY 12

WENATCHEE/ PANGBORN MEMORIAL (EAT)

When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 4000 direct EAT VOR/DME and via EAT R-113 to QUINT INT/EAT 16.6 DME and hold.

ASOS	SEATTLE CENTER	UNICOM
119.925	126.1 291.6	123.0 (CTAF) L

DME REQUIRED

2710 ±

MSA EAT 25 NM
180° 5500
270° 10700
360° 7800

MISSED APCH FIX
111.0 EAT R-113 Chan 47
QUINT EAT 16.6
115.0 MWH Chan 97
R-253
112.6 EPH Chan 73
R-223
113°
293°

(IF) ZARLO I-ADJ 19.9
7900 EAT 19 Arc
20°
6500
116° (4.9)
LR-290
YOYUG EAT 19
5700
116° (12.6)
VECUS I-ADJ 15
UBIYO I-ADJ 12.4
9100 EAT 19 Arc
R-281
(IAF) WINIM EAT 19
R-253

5810
4254
3505 ±
3605
4766
4621
2070
3369
3874±
6880
5870

LOCALIZER 109.35
I-ADJ
Chan 30(Y)

WENATCHEE 111.0 EAT Chan 47

10 NM
R-113

NW-1, 26 AUG 2010 to 23 SEP 2010

ELEV 1249 D

116°
12
1292
TDZE 1226
1276
5700 X 150
4460 X 75
1.0% UP
25
7
1258±
30

RAIL Rwy 30
REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

ZARLO I-ADJ 19.9
VECUS I-ADJ 15
UBIYO I-ADJ 12.4
7900
116°
6500
5700
5700
Procedure Turn NA
GS 3.60°
TCH 46
4.9 NM
2.6 NM
11.3 NM

4000	EAT	EAT R-113	QUINT
	111.0	111.0	

Use I-ADJ DME when on the localizer course.
VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 12	2539-4	1313 (1300-4)		NA
CIRCLING	NA			

APP CRS	Rwy Idg	5700
116°	TDZE	1226
	Apt Elev	1249

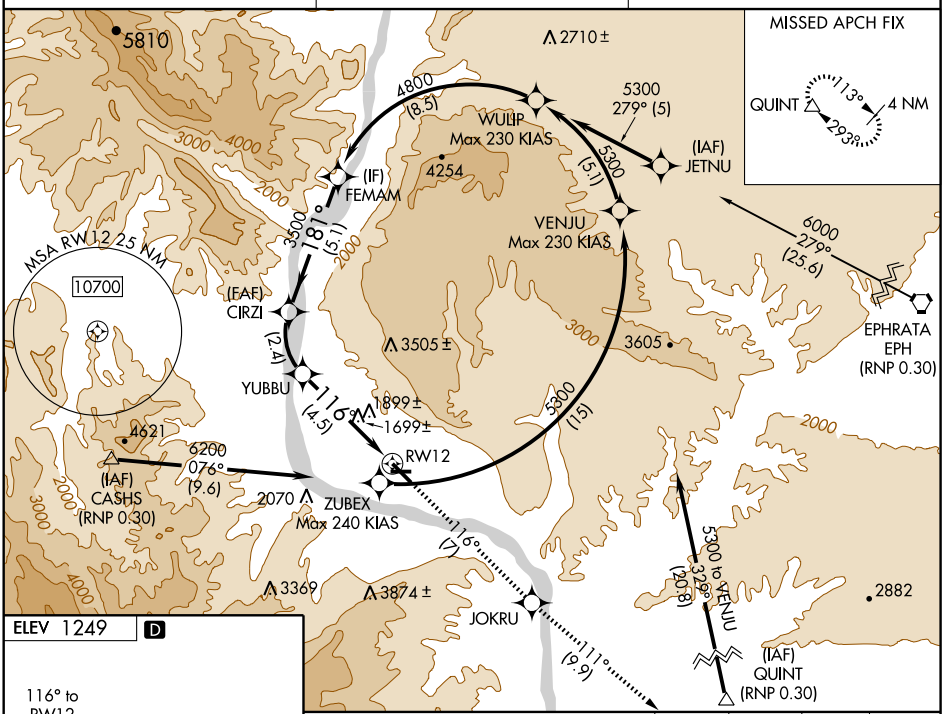
RNAV (RNP) RWY 12

WENATCHEE/ PANGBORN MEMORIAL (EAT)

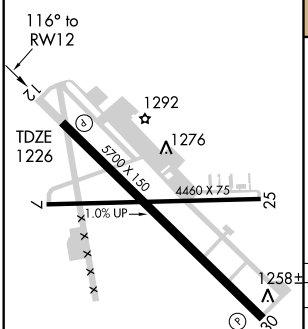
▼ RF and GPS required.
▲ For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F).
*Missed approach requires minimum climb of 305 feet per NM to 3700.
**Missed approach requires minimum climb of 295 feet per NM to 3700.

MISSED APPROACH: Climb to 4000 via track 116° to JOKRU and via track 111° to QUINT and hold.

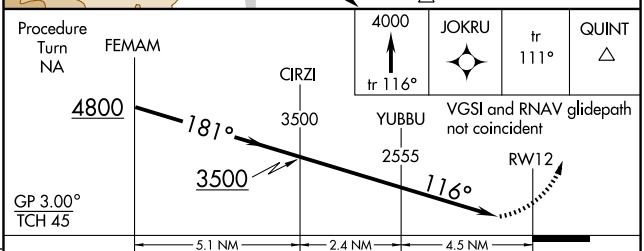
ASOS	SEATTLE CENTER	UNICOM
119.925	126.1 291.6	123.0 (CTAF) L



ELEV 1249 D



RAIL Rwy 30
REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
RNP 0.10 DA*	1995-2¾ 769 (800-2¾)			
RNP 0.19 DA**	2071-3 845 (900-3)			
RNP 0.19 DA	2368-4 1142 (1200-4)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5700
296°	TDZE	1232
	Apt Elev	1249

RNAV (RNP) RWY 30

WENATCHEE/ PANGBORN MEMORIAL (EAT)

RF and GPS required. When local altimeter setting not received, procedure NA. Procedure NA for aircraft with wingspan greater than 136 feet. For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 37°C (98°F).
*Missed approach requires minimum climb of 390 feet per NM to 5700.
**Missed approach requires minimum climb of 380 feet per NM to 5700.
***Missed approach requires minimum climb of 375 feet per NM to 5700.

MISSED APPROACH: Climb to 6000 via track 296° to KULOC, and via right turn to FEXUB, and via track 138° to QUINT and hold.

ASOS	SEATTLE CENTER	UNICOM
119.925	126.1 291.6	123.0 (CTAF) L

Procedure NA for arrivals on EAT VOR/DME airway radials 073 CW 113 and for arrivals at ZAXUL via V336 southwest bound and for arrivals at QUINT via V336 northeast bound.

MSA RW30 25 NM 10500

KULOC FEXUB HESNI CORTH

(IAF) WENATCHEE EAT (RNP 0.60)

(FAF) JEXIT

(IF) HESNI Max 225 KIAS

OZAUL Max 225 KIAS

YURLU CUKSI RW30

(IAF) ZAXUL (RNP 0.60)

(IAF) QUINT (RNP 0.60)

3900 to HESNI 283° (6.5)

4 NM

4254 4621 3605 2882 6880 3369 3874± 3505± 2070 1359± 2000 3000 4000 5000

ELEV 1249 D

1292 1276 5700 X 150 4460 X 75 1.0% UP 1258± TDZE 1232 296° to RW30

RAIL Rwy 30
REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

6000 tr 296° KULOC FEXUB

Procedure Turn NA

HESNI 3900 312° 3200 JEXIT CUKSI 2422 YURLU 2036 RW30 296° 3200

GP 3.60° TCH 60

1.9 NM 1 NM 2 NM 5 NM

CATEGORY	A	B	C	D
RNP 0.14 DA*	1623-1 391 (400-1)			NA
RNP 0.20 DA**	1674-1¼ 442 (500-1¼)			NA
RNP 0.30 DA***	1728-1½ 496 (500-1½)			NA

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME EAT	APP CRS	Rwy Idg	N/A
111.0	285°	TDZE	N/A
Chan 47		Apt Elev	1249

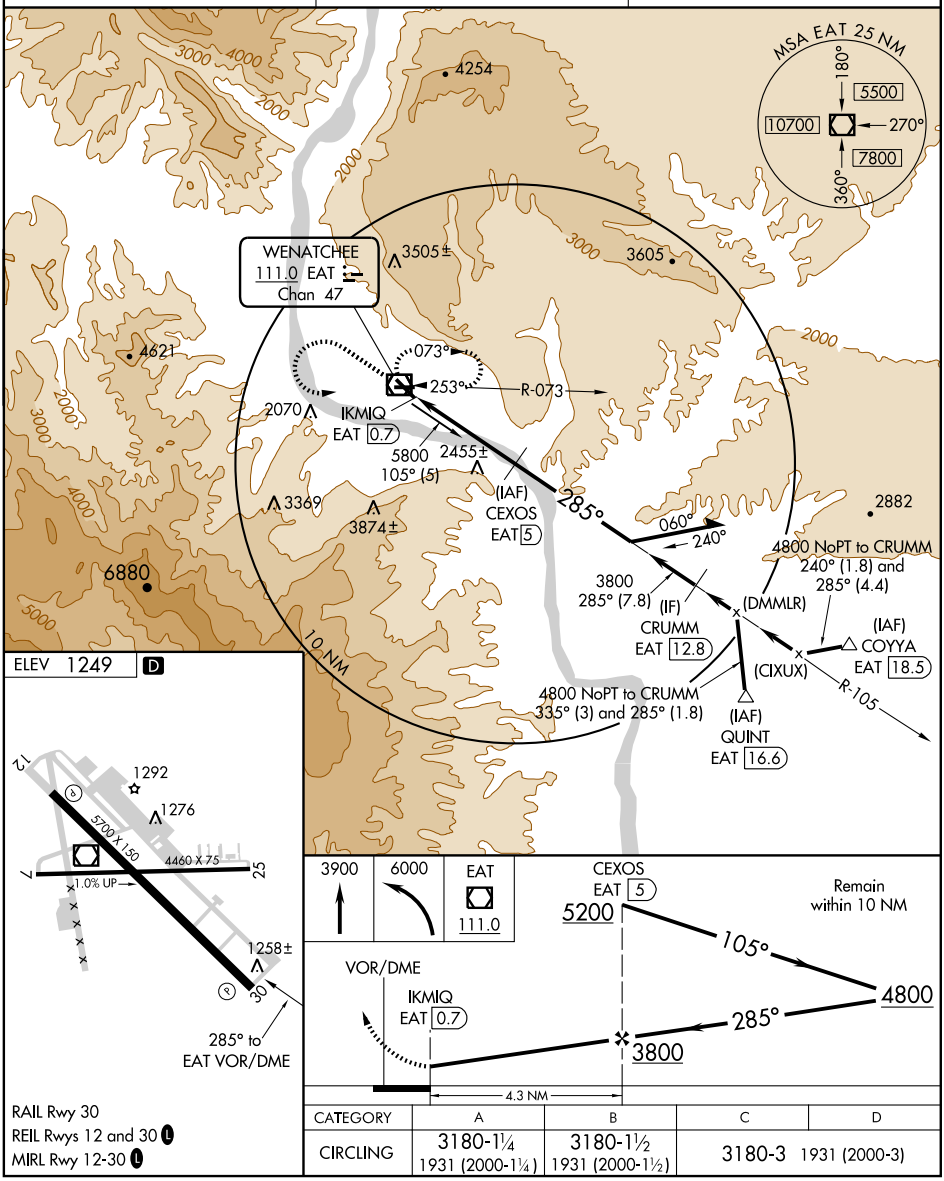
VOR/DME-A

WENATCHEE/PANGBORN MEMORIAL (EAT)

Circling NA northeast of Rwy 12-30.
When local altimeter setting not received, use Ephrata altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3900 then climbing left turn to 6000 direct EAT VOR/DME and hold, continue climb-in-hold to 6000.

ASOS	SEATTLE CENTER	UNICOM
119.925	126.1 291.6	123.0 (CTAF) L



RAIL Rwy 30
REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

CATEGORY	A	B	C	D
CIRCLING	3180-1¼ 1931 (2000-1¼)	3180-1½ 1931 (2000-1½)	3180-3 1931 (2000-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME EAT	APP CRS	Rwy Idg	N/A
111.0	100°	TDZE	N/A
Chan 47		Apt Elev	1249

VOR/DME-C

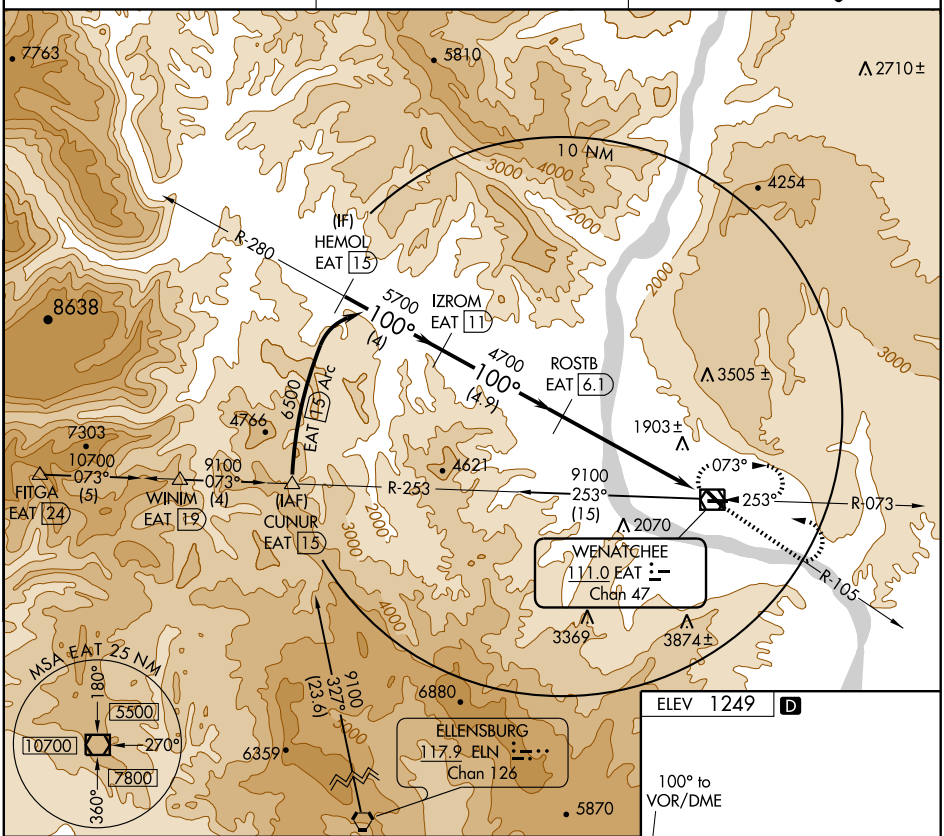
WENATCHEE /PANGBORN MEMORIAL (EAT)

Circling NA northeast of Rwy 12-30.
When local altimeter setting not received, use Ephrata altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 5000 via EAT VOR/DME R-105 then climbing left turn to 7500 direct EAT VOR/DME and hold, continue climb-in-hold to 7500.

ASOS	SEATTLE CENTER	UNICOM
119.925	126.1 291.6	123.0 (CTAF) L

NW-1, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
CIRCLING	2660-1¼ 1411 (1500-1¼)	2660-1½ 1411 (1500-1½)	2660-3 1411 (1500-3)	

AIRPORT DIAGRAM

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)
YAKIMA, WASHINGTON
AL-465 (FAA)

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

YAKIMA, WASHINGTON
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

10210

YAKIMA AIR TERMINAL/MCALLISTER FLD (YKM)(KYKM) P 3 S UTC−8(−7DT) **SEATTLE**
N46°34.09′ W120°32.64′ **H–1B, L–13A**
1099 B S4 **FUEL** 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE YKM **IAP, DIAP, AD**
RWY 09–27: H7604X150 (ASPH–PFC) S–95, D–160, 2S–175, 2D–220, 2D/2D2–550 PCN 33 F/C/X/T
HIRL 0.7% up W
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 50′. **RWY 27:** MALSR. PAPI(P4L)—GA 3.0° TCH 59′. Road.
RWY 04–22: H3835X150 (ASPH–PFC) S–70, D–80, 2S–102, 2D–120 PCN 28 F/C/X/T MIRL 0.5% up SW
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 50′. **RWY 22:** REIL. PAPI(P4L)—GA 3.03° TCH 47′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–3835 TODA–3835 ASDA–3835 LDA–3835
RWY 09: TORA–7604 TODA–7604 ASDA–7604 LDA–7604
RWY 22: TORA–3835 TODA–3835 ASDA–3835 LDA–3835
RWY 27: TORA–7604 TODA–7604 ASDA–7604 LDA–7604
AIRPORT REMARKS: Attended continuously. Be alert: Birds invof Yakima River 5 NM east of approach to Rwy 27. Rwy 04–22 some spalling and raveling. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manger 509–575–6149/6014. Twy B from approach end of Rwy 22 to Twy A rstd to acft with wingspans 79′ or less. When twr clsd ACTIVATE HIRL Rwy 09–27 and MALSR Rwy 27—CTAF.
WEATHER DATA SOURCES: ASOS (509) 248–1502.
COMMUNICATIONS: CTAF 133.25 **ATIS** 125.25 **UNICOM** 122.95
RCO 122.5 (SEATTLE RADIO)
CHINOOK APP/DEP CON 123.8 263.15 (1400–0600Z‡) **SEATTLE CENTER APP/DEP CON** 132.6 269.35 (0600–1400Z‡)
TOWER 133.25 (1400–0600Z‡) **GND CON** 121.9 **CLNC DEL** 121.9
AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE YKM.
(H) VORTACW 116.0 YKM Chan 107 N46°34.21′ W120°26.68′ 247° 4.1 NM to fld. 984/21E.
VOR portion unusable:
350°–080° byd 25 NM blo 9,000′
025°–035° byd 5 NM blo 6,000′
080°–105° byd 35 NM blo 6,000′
105°–107° byd 25 NM blo 6,000′
109°–135° byd 25 NM blO 6,000′
135°–180° byd 30 NM blo 7,500′
195°–225° byd 30 NM blo 8,500′
305°–335° byd 30 NM blo 9,000′
DME unusable:
095°–115° byd 26 NM blo 8,000′
095°–115° byd 35 NM
115°–207° byd 20 NM blo 8,500′
115°–207° byd 36 NM blo 10,000′
207°–230° byd 20 NM blO 10,000′
290°–315° byd 20 NM blo 11,000′
315°–080° byd 12 NM blo 15,000′
DONNY NDB (LOM) 371 YK N46°31.54′ W120°22.33′ 274° 7.6 NM to fld. Unmonitored when twr clsd.
ILS 110.1 I–YKM Rwy 27. LOM DONNY NDB. ILS unmonitored when tower closed.
COMM/NAV/WEATHER REMARKS: During hours twr is clsd all ops in vicinity of arpt restricted to acft with VHF radio capability, unless an emerg exist necessitating UHF equipped acft to land.

COPTER NDB 269°

LOM YK 371	APCH CRS 269°	Rwy Idg 7604 TDZE 1068 Arpt Elev 1099

AL-465 [USA]

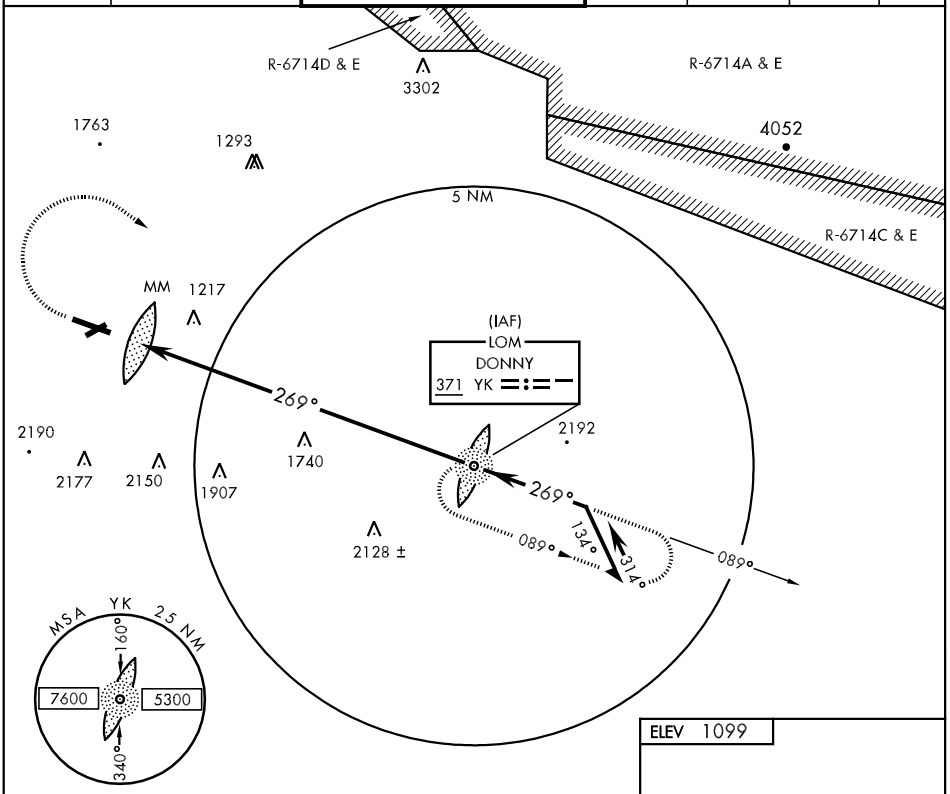
YAKIMA AIR TERMINAL/ MC ALLISTER FLD (KYKM)

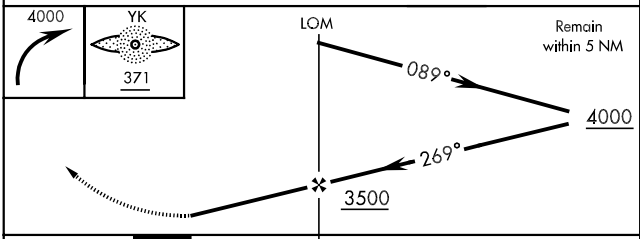
NA

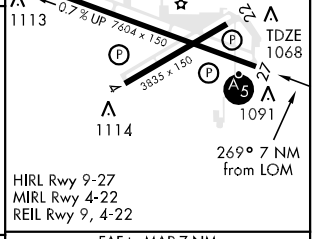
MALSR

MISSED APROACH: Climbing right turn to 4000 direct DONNY LOM and hold.

ATIS ★	CHINOOK APP CON	YAKIMA TOWER ★	GND CON	CLNC DEL	UNICOM	ASOS
125.25	123.8 263.15	133.25 (CTAF) 257.8	121.9	121.9	122.95	







CATEGORY	COPTER		
H-269°	2460-¾	1392	(1400-¾)

FAF to MAP 7 NM

Knots	45	60	75	90	105
Min:Sec	9:18	7:00	5:36	4:40	4:00

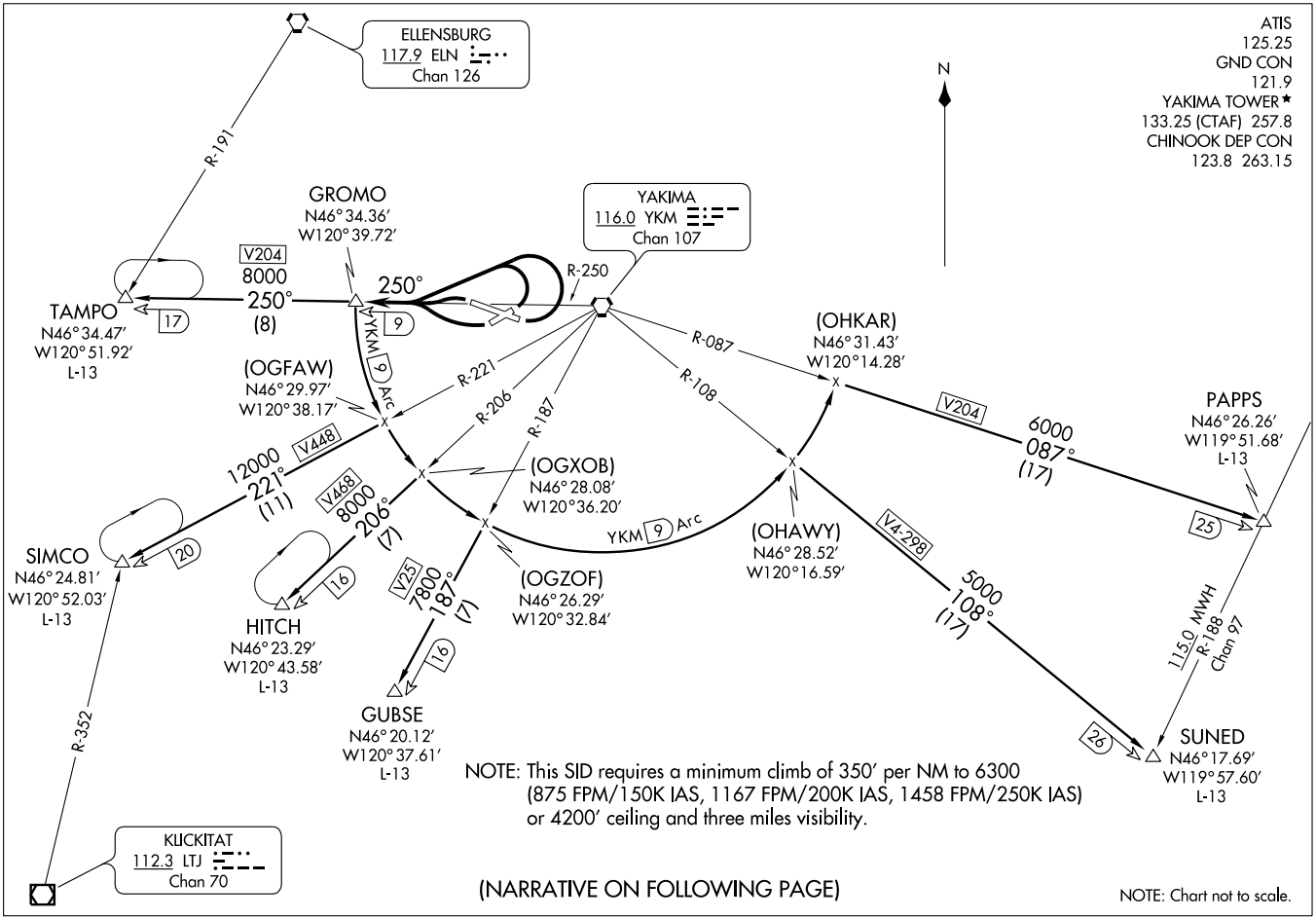
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

GROMO TWO DEPARTURE

(GROMO2.GROMO) 07298

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

YAKIMA, WASHINGTON



(GROMO2.GROMO) 07298

GROMO TWO DEPARTURE

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

YAKIMA, WASHINGTON

SL-465 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 9: Turn left, thence....

TAKE-OFF RUNWAY 22: Turn right, thence....

TAKE-OFF RUNWAY 27: Climb runway heading, thence....

....Intercept and proceed via YKM R-250 to the GROMO DME Fix (YKM R-250/9), thence via (assigned transition).

GUBSE TRANSITION (GROMO2.GUBSE): From over GROMO DME Fix via 9 DME Arc and V25 to GUBSE DME Fix.

HITCH TRANSITION (GROMO2.HITCH): From over GROMO DME Fix via 9 DME Arc and V468 to HITCH DME Fix. NOTE: Climb in holding pattern NE of HITCH DME Fix, right turns, 206° inbound to 8000 feet before proceeding on course.

PAPPS TRANSITION (GROMO2.PAPPS): From over GROMO DME Fix via 9 DME Arc and V204 to PAPPS INT.

SIMCO TRANSITION (GROMO2.SIMCO): From over GROMO DME Fix via 9 DME Arc and V448 to SIMCO INT. NOTE: Climb in holding pattern NE of SIMCO INT, right turns, 221° inbound to 12000 feet before proceeding on course.

SUNED TRANSITION (GROMO2.SUNED): From over GROMO DME Fix via 9 DME Arc and V4-298 to SUNED INT.

TAMPO TRANSITION (GROMO2.TAMPO): From over GROMO DME Fix via V204 to TAMPO INT. NOTE: Climb in holding pattern east of TAMPO INT, right turns, 250° inbound to 8000' before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-YKM	APP CRS	Rwy Idg	7604
110.1	274°	TDZE	1068
		Apt Elev	1099

ILS Y RWY 27

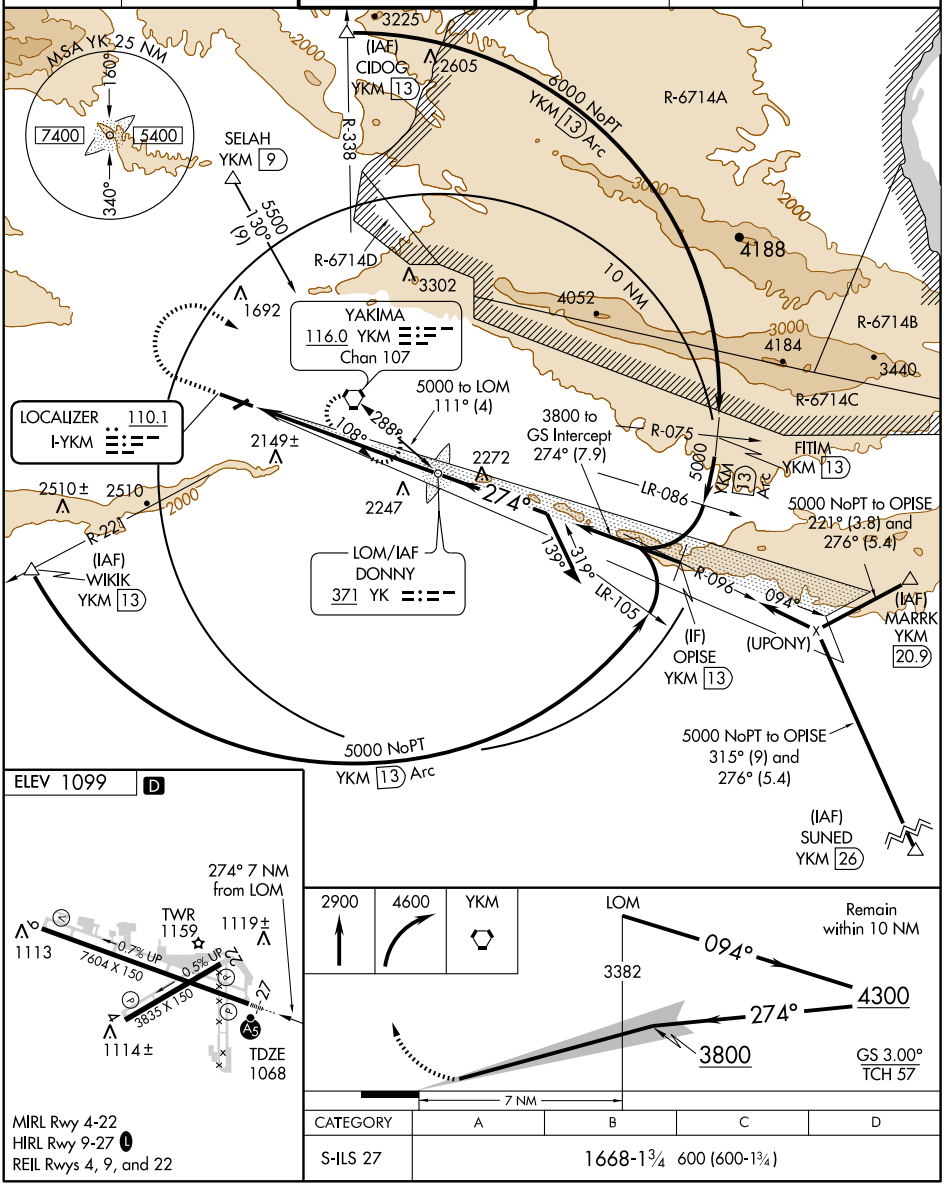
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

T A For inoperative MALSR, increase S-ILS 27 all Cats visibility to 2¼. When local altimeter setting not received, procedure NA.

MALSR A5

MISSED APPROACH: Climb to 2900 then climbing right turn to 4600 direct YKM VORTAC and hold, continue climb-in-hold to 4600.

ATIS	CHINOOK APP CON★	YAKIMA TOWER★	GND CON	CLNC DEL	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 27	1668-1¾ 600 (600-1¾)			

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-YKM	APP CRS	Rwy Idg	7604
110.1	274°	TDZE	1068
		Apt Elev	1099

ILS Z RWY 27

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

When local altimeter setting not received, procedure NA.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2600, then climbing right turn to 4600 direct YKM VORTAC and hold, continue climb-in-hold to 4600.

ATIS	CHINOOK APP CON ★	YAKIMA TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	121.9	122.95

MSA YK 25 NM
160°
7400
5400
340°

Missed approach obstructions requires minimum climb gradient of 250 feet/NM.

(IAF) CIDOG YKM 13

SELAH YKM 9

5500 (9) 130°

R-338

R-6714A

6000 NoPT YKM 13 Arc

R-6714D

10 NM

R-6714B

R-6714C

4188

4184

3440

4052

3302

3225

2605

1692

YAKIMA 116.0 YKM Chan 107

LOCALIZER 110.1 I-YKM

5000 to LOM 111° (4)

108°

288°

2149±

2272

2247

274°

3800 to GS Intercept 274° (7.9)

R-075

FITIM YKM 13

LR-086

5000 NoPT to OPISE 221° (3.8) and 276° (5.4)

2510±

2510

R-221

(IAF) WIKIK YKM 13

LOM/IAF DONNY 371 YK

139°

319°

LR-105

R-096

094°

(IF) OPISE YKM 13

(UPONY)

(IAF) MARRK YKM 20.9

5000 NoPT YKM 13 Arc

5000 NoPT to OPISE 315° (9) and 276° (5.4)

(IAF) SUNED YKM 26

ELEV 1099 D

274° 7 NM from LOM

TWR 1159

1119±

1113

0.7% UP

0.5% UP

7604 X 150

3835 X 150

27

1114±

TDZE 1068

MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22

2600	4600	YKM

LOM

094°

3382

274°

4300

3800

Remain within 10 NM

GS 3.00°
TCH 57

7 NM

CATEGORY	A	B	C	D
S-ILS 27	**1268/24 200 (200-½)			

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-YKM	APP CRS	Rwy Idg	N/A
110.1	094°	TDZE	N/A
		Apt Elev	1099

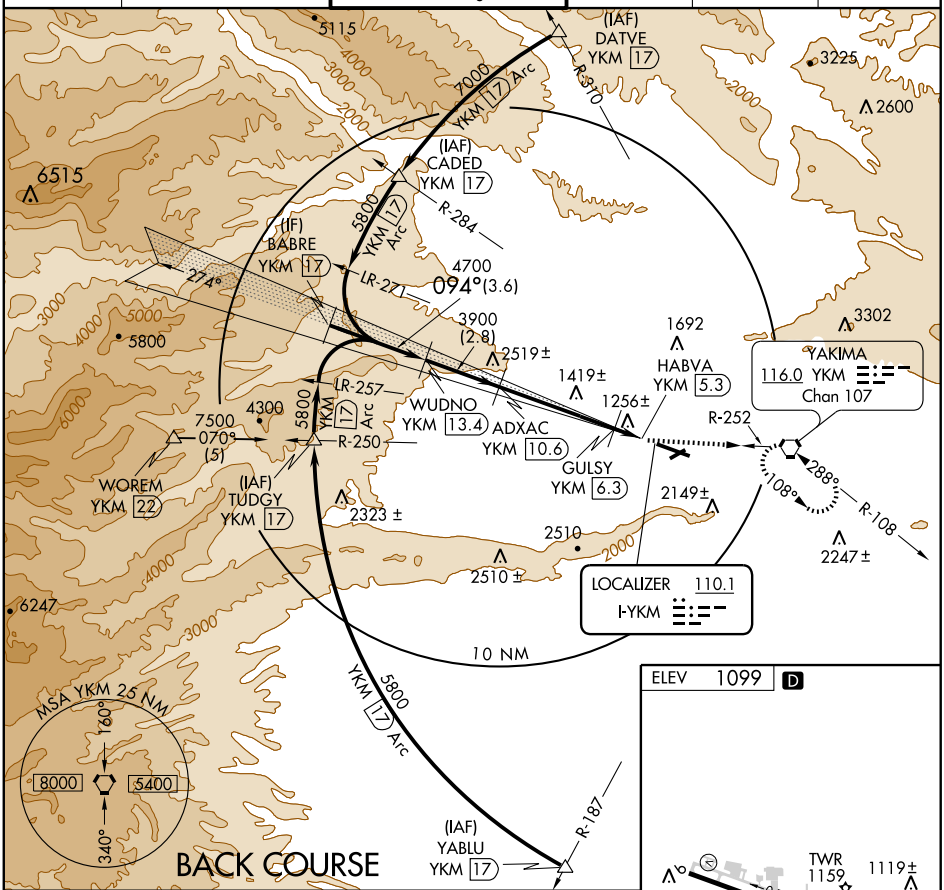
LOC/DME BC-B

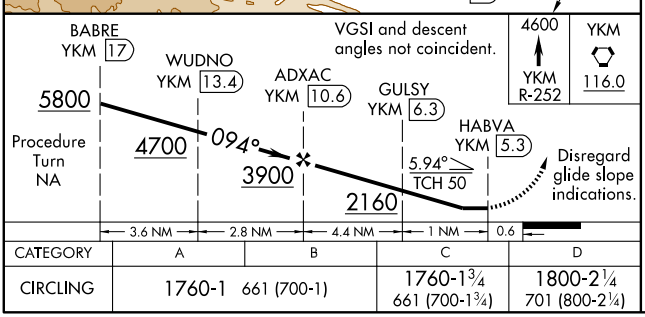
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

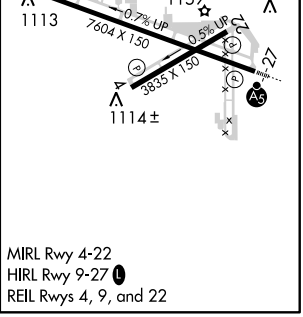
Simultaneous reception of I-YKM and YKM DME required.
Circling NA south of Rwy 9-27.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 4600 via YKM VORTAC R-252 to YKM VORTAC and hold, continue climb-in-hold to 4600.

ATIS	CHINOOK APP CON ★	YAKIMA TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	121.9	122.95







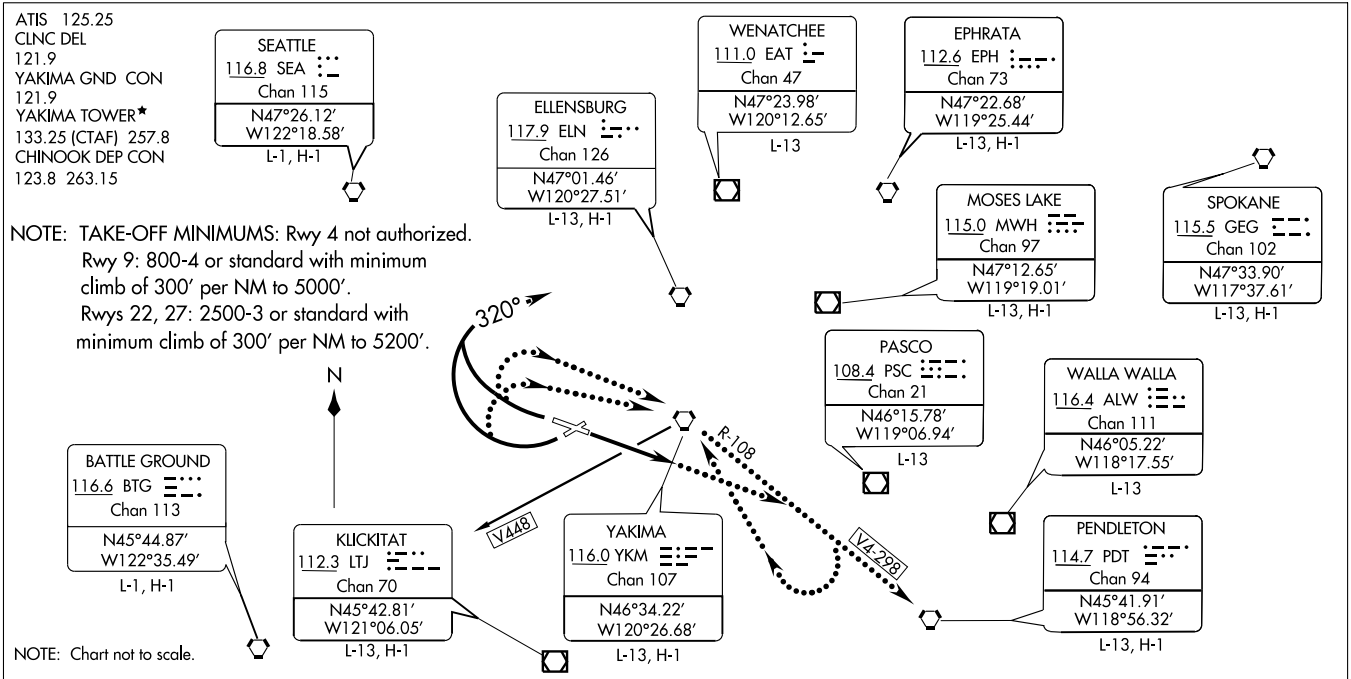
CATEGORY	A	B	C	D
CIRCLING	1760-1 661 (700-1)		1760-1¾ 661 (700-1¾)	1800-2¼ 701 (800-2¼)

MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NACHES ONE DEPARTURE (NACHS1.NACHS) 07298

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)
YAKIMA, WASHINGTON



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Runway heading for vector to assigned route/fix. Thence ....

TAKE-OFF RUNWAY 22 and 27: Turn right heading 320° for vector to assigned route/fix. Thence ....

.... Maintain 10,000′ or assigned lower altitude. Expect clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure: Rwy 9 climb runway heading and outbound YKM VORTAC R-108, Rwy 22, 27, climbing right turn direct YKM VORTAC and outbound YKM VORTAC R-108, Eastbound V4-V298 climb on course, other departures continue climb on YKM R-108 until reaching assigned altitude,(southwestbound V448 continue minimum climb of 300′ per NM to 9500′) then climbing right turn direct YKM VORTAC. Cross YKM VORTAC at or above MEA or MCA for route of flight.

(NACHS1.NACHS) 07298 NACHES ONE DEPARTURE
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)
SL-465 (FAA)
YAKIMA, WASHINGTON

APP CRS	Rwy Idg	7604
264°	TDZE	1068
	Apt Elev	1099

RNAV (GPS) Y RWY 27

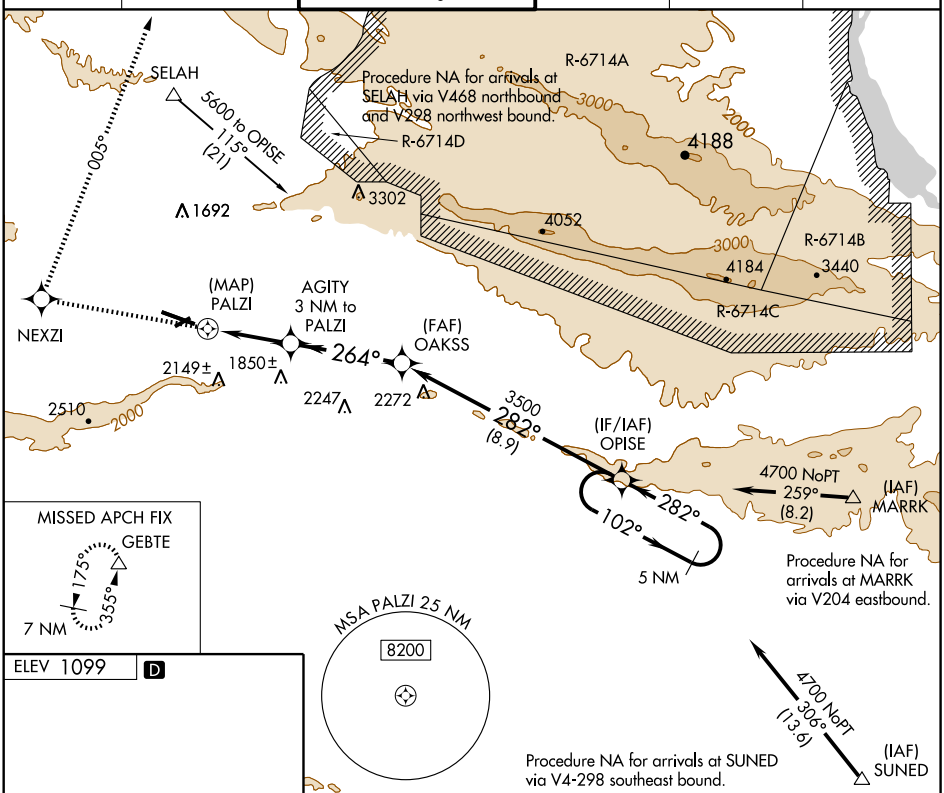
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

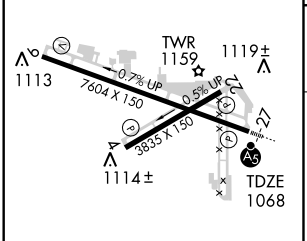
When local altimeter setting not received, procedure NA. Circling NA south of Rwy 9/27. DME/DME RNP- 0.3 NA. For inoperative MALSR increase LNAV Cat A visibility to RVR 5000.

MALSR

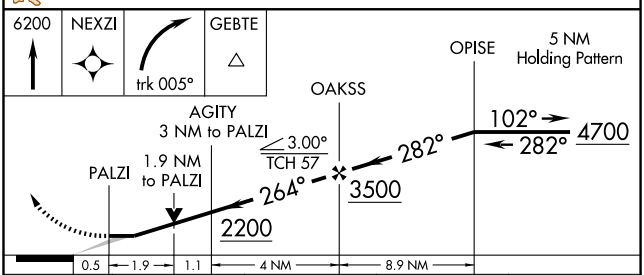
MISSED APPROACH: Climb to 6200 direct NEXZI and right turn via track 005° to GEBTE and hold, continue climb-in-hold to 6200.

ATIS	CHINOOK APP CON★	YAKIMA TOWER★	GND CON	CLNC DEL	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	121.9	122.95





MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22



CATEGORY	A	B	C	D
LNAV MDA	1880/40 812 (800-¾)		1880-2 812 (800-2)	1880-2¼ 812 (800-2¼)
CIRCLING	1880-1 781 (800-1)	1880-1¼ 781 (800-1¼)	1880-2½ 781 (800-2½)	1880-2¾ 781 (800-2¾)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7604
CH 90512	274°	TDZE	1068
W27A		Apt Elev	1099

RNAV (GPS) Z RWY 27

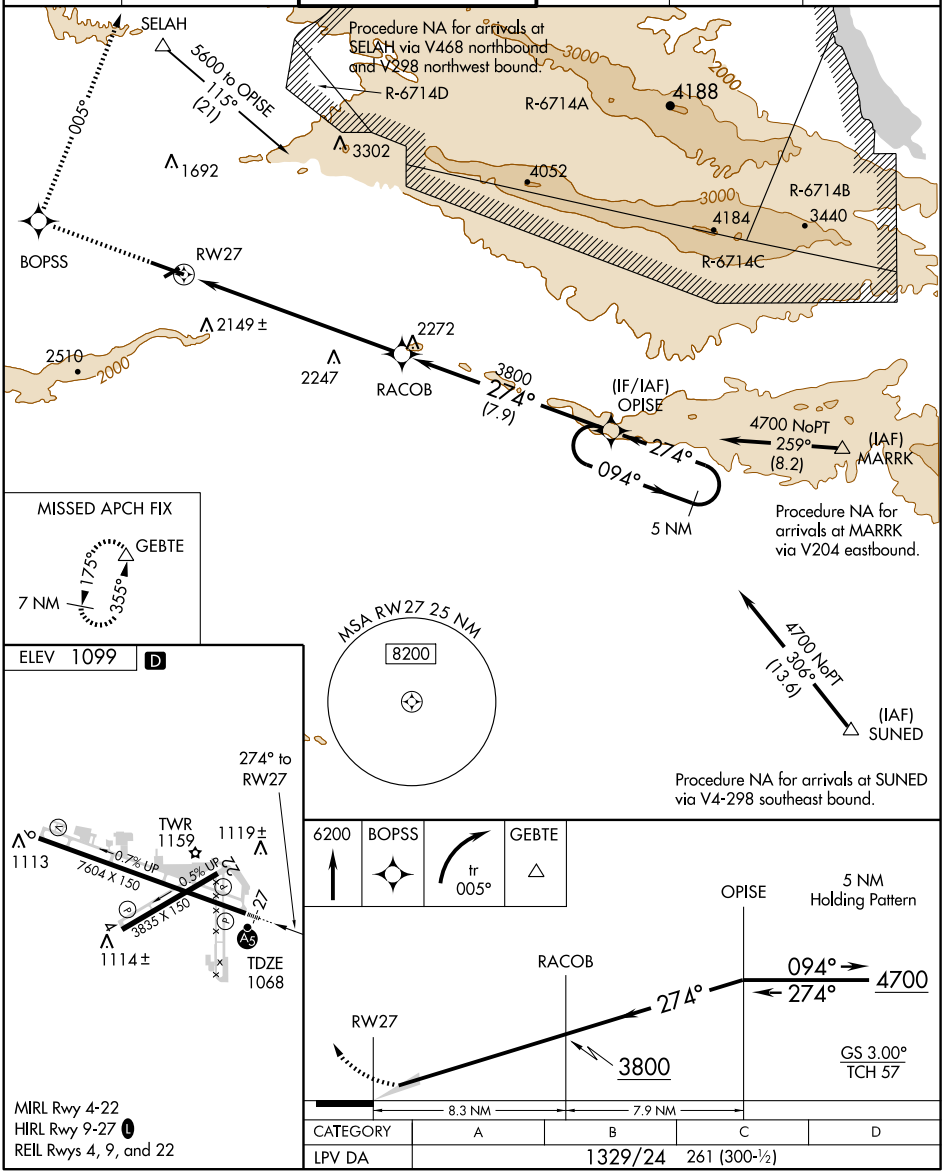
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

When local altimeter setting not received, procedure NA. DME/DME RNP- 0.3 NA. For inoperative MALSR increase LPV all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 6200 direct BOPSS and right turn via track 005° to GEBTE and hold, continue climb-in-hold to 6200.

ATIS	CHINOOK APP CON ★	YAKIMA TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	121.9	122.95



MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22

CATEGORY	A	B	C	D
LPV DA	1329/24	261 (300-½)		

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC YKM 116.0 Chan 107	APP CRS 251°	Rwy Idg N/A TDZE N/A Apt Elev 1099

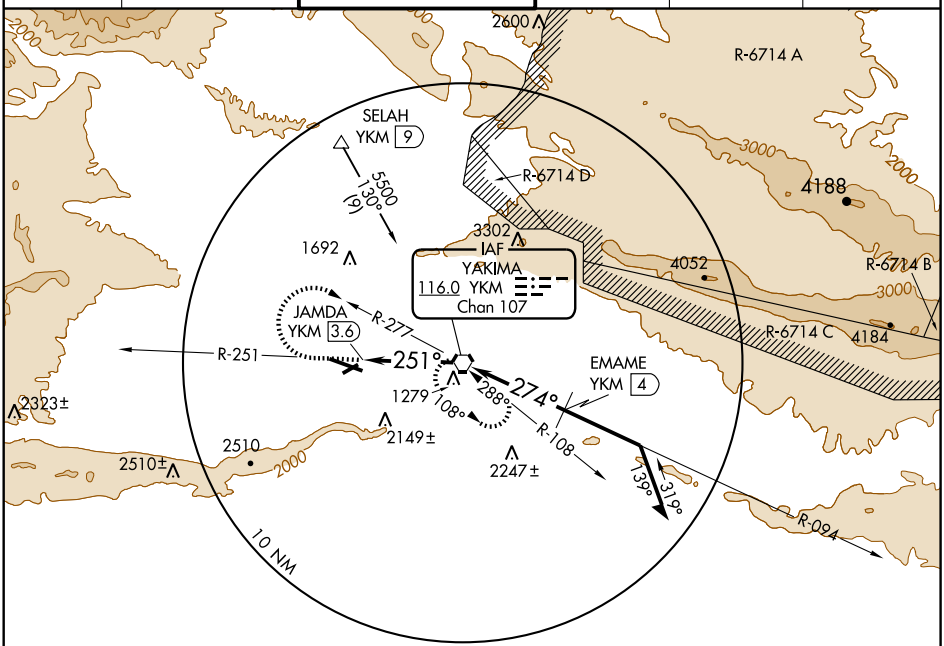
VOR-A

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

▼ DME required.
▲ Circling not authorized South of Rwy 9-27.
When local altimeter setting not received, procedure NA.

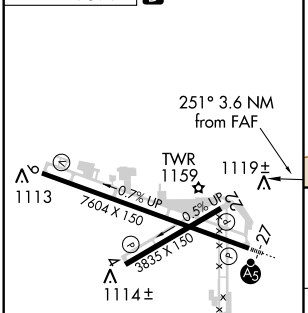
MISSED APPROACH: Climb to 2600 via YKM VORTAC R-251 then climbing right turn to 4600 via YKM VORTAC R-277 to YKM VORTAC and hold, continue climb-in-hold to 4600.

ATIS	CHINOOK APP CON★	YAKIMA TOWER★	GND CON	CLNC DEL	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	121.9	122.95

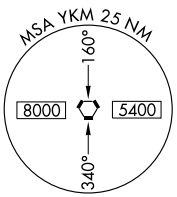


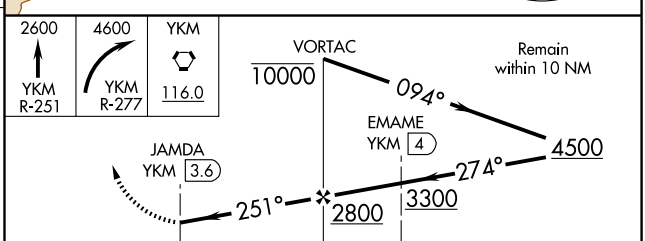
NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22





FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
CIRCLING	1840-1 741 (800-1)	1840-1¼ 741 (800-1¼)	1840-2¼ 741 (800-2¼)	1840-2½ 741 (800-2½)

VORTAC YKM 116.0 Chan 107	APP CRS 244°	Rwy Idg 7604 TDZE 1068 Apt Elev 1099

VOR/DME or TACAN RWY 27

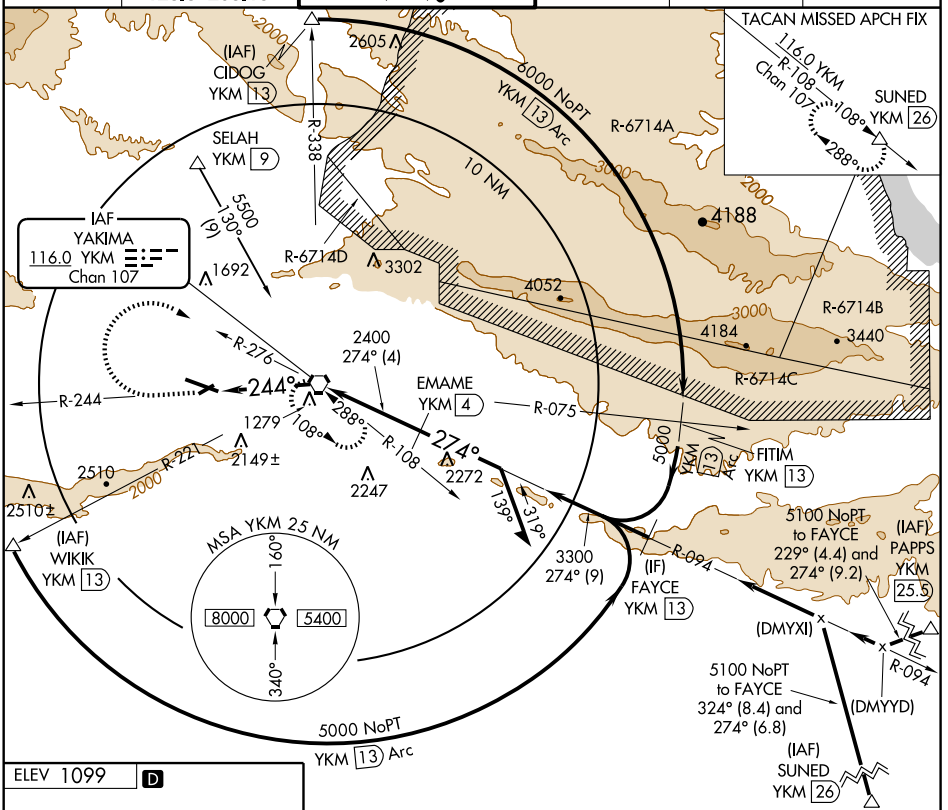
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

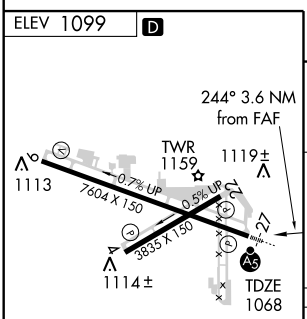
Inoperative table does not apply. Circling NA south of Rwy 9-27. When local altimeter setting not received, procedure NA.

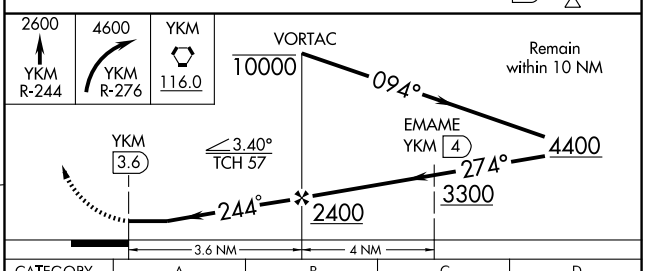
MALSR

MISSED APPROACH: Climb to 2600 via YKM VORTAC R-244, then climbing right turn to 4600 via YKM VORTAC R-276 to YKM VORTAC and hold, continue climb-in-hold to 4600 (TACAN aircraft, continue climb to 5000 via YKM VORTAC R-108 to SUNED/YKM 26 DME and hold west, right turns, 108° inbound).

ATIS	CHINOOK APP CON ★	YAKIMA TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	121.9	122.95

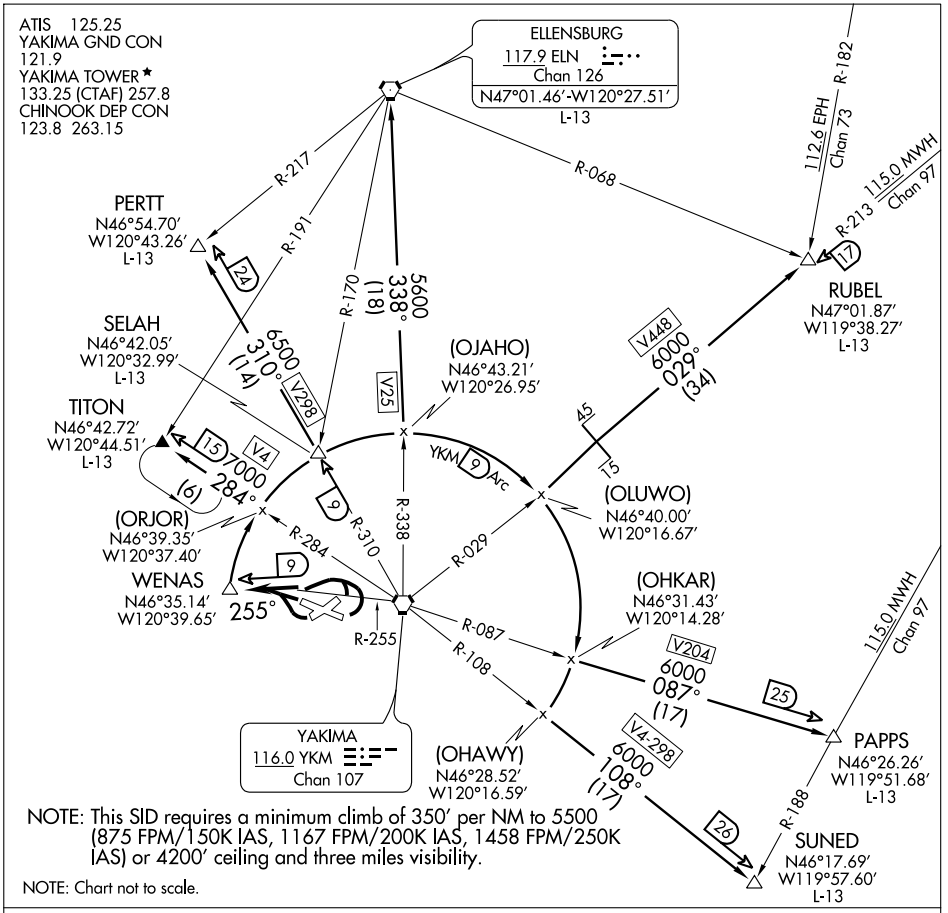






CATEGORY	A	B	C	D
S-27	2100/60 1032 (1100-1¼)	2100-1½ 1032 (1100-1½)	2100-3 1032 (1100-3)	
CIRCLING	2100-1¼ 1001 (1100-1¼)	2100-1½ 1001 (1100-1½)	2100-3 1001 (1100-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010



NOTE: This SID requires a minimum climb of 350′ per NM to 5500 (875 FPM/150K IAS, 1167 FPM/200K IAS, 1458 FPM/250K IAS) or 4200′ ceiling and three miles visibility.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 9: Turn left thence...
TAKE-OFF RUNWAY 22: Turn right thence....
TAKE-OFF RUNWAY 27: Climb runway heading thence....
....Intercept and proceed via YKM R-255 to the WENAS DME Fix (YKM 255/9) thence via (assigned transition).
ELLENSBURG TRANSITION (WENAS5.ELN): From over WENAS DME Fix via 9 DME Arc and V25 to ELN VORTAC.
PAPPS TRANSITION (WENAS5.PAPPS): From over WENAS DME Fix via 9 DME Arc and V204 to PAPPS INT.
PERTT TRANSITION (WENAS5.PERTT): From over WENAS DME Fix via 9 DME Arc and V298 to PERTT INT.
RUBEL TRANSITION (WENAS5.RUBEL): From over WENAS DME Fix via 9DME Arc and V448 to RUBEL INT.
SELAH TRANSITION (WENAS5.SELAH): From over WENAS DME Fix via 9 DME Arc to SELAH INT.
SUNED TRANSITION (WENAS5.SUNED): From over WENAS DME Fix via 9 DME Arc and V4-298 to SUNED INT.
TITON TRANSITION (WENAS5.TITON): From over WENAS DME Fix via 9 DME Arc and V4 to TITON INT.
NOTE: Climb in holding pattern Southeast of TITON INT, left turns, 284° inbound to 7000 feet before proceeding on course.

NW-1, 26 AUG 2010 to 23 SEP 2010

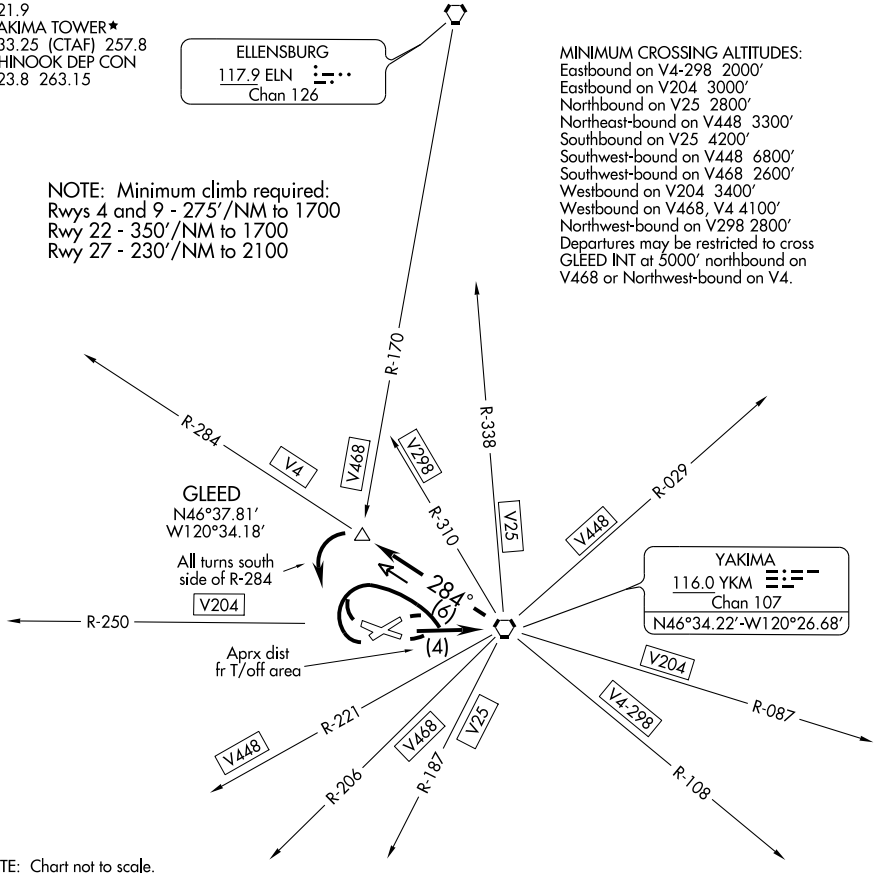
YAKIMA FIVE DEPARTURE

ATIS 125.25
YAKIMA GND CON
121.9
YAKIMA TOWER★
133.25 (CTAF) 257.8
CHINOOK DEP CON
123.8 263.15

ELLENSBURG
117.9 ELN
Chan 126

MINIMUM CROSSING ALTITUDES:
Eastbound on V4-298 2000′
Eastbound on V204 3000′
Northbound on V25 2800′
Northeast-bound on V448 3300′
Southbound on V25 4200′
Southwest-bound on V448 6800′
Southwest-bound on V468 2600′
Westbound on V204 3400′
Westbound on V468, V4 4100′
Northwest-bound on V298 2800′
Departures may be restricted to cross GLEED INT at 5000′ northbound on V468 or Northwest-bound on V4.

NOTE: Minimum climb required:
Rwys 4 and 9 - 275′/NM to 1700
Rwy 22 - 350′/NM to 1700
Rwy 27 - 230′/NM to 2100



NOTE: Chart not to scale.

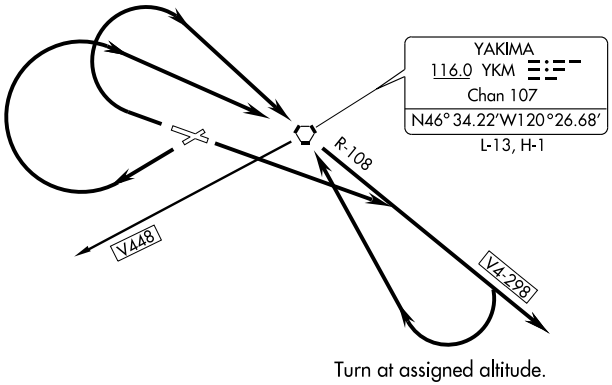
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 22 or 27: Turn right, thence....
TAKE-OFF RUNWAY 9: Turn left, thence....
....Climb direct YKM VORTAC. Continue climb on YKM R-284 between the VORTAC and GLEED INT., all turns south of the 284 radial, to cross YKM VORTAC at or above (minimum crossing altitudes). Thence via (assigned route).

NW-1, 26 AUG 2010 to 23 SEP 2010

ATIS 125.25
CLNC DEL
121.9
YAKIMA GND CON
121.9
YAKIMA TOWER★
133.25 (CTAF) 257.8
CHINOOK DEP CON
123.8 263.15

NOTE: TAKE-OFF MINIMUMS: Rwy 4 not authorized.
Rwy 9: 800-4 or standard with a minimum climb of 300′ per NM to 5000′.
Rwys 22 and 27: 2500-3 or standard with minimum climb of 300′ per NM to 5200′.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb runway heading and outbound YKM R-108. Thence....

TAKE-OFF RUNWAYS 22 and 27: Climbing right turn direct YKM VORTAC and outbound R-108. Thence....

..... Eastbound aircraft V4-298 continue climb on course, other departures continue climb on YKM R-108 until reaching assigned altitude, (Southwestbound V448 continue minimum climb of 300′ per NM to 9500′), then climbing right turn direct YKM VORTAC. All aircraft cross YKM VORTAC at or above MEA or MCA for route of flight.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBANY, OR

ALBANY MUNI ..... **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI ..... **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL ..... **RNAV (GPS) Rwy 26[12]**
VOR Rwy 8[3]
[1]NA when local weather not available.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[3]Category C, 800-2¼; Category D, 900-3.

AURORA, OR

AURORA STATE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[2]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BAKER, MT

BAKER MUNI ..... **NDB Rwy 13[1]**
NDB Rwy 31[2]
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI ..... **RNAV (GPS) Rwy 13[12]**
VOR-A[13]
VOR/DME Rwy 13[24]
[1]NA when local weather not available.
[2]Category D, 900-2¾.
[3]Categories A,B, 1900-2; Categories C,D, 1900-3.
[4]NA when control zone not in effect.

NAME — ALTERNATE MINIMUMS

BELLINGHAM, WA

BELLINGHAM INTL ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD ..... **VOR Rwy 31**
Category D, 800-2¼.

BILLINGS, MT

BILLINGS LOGAN INTL ..... **NDB Rwy 10L[1]**
RNAV (GPS) Rwy 10L[2]
RNAV (GPS) Rwy 28R[3]
[1]Category D, 800-2¼.
[2]Categories A,B,C,D, 800-2¼.
[3]Categories A,B, 900-2; Categories C,D, 900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN FIELD) ..... **LOC BC Rwy 28L**
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD ..... **RNAV (GPS)-A[1]**
VOR Rwy 12[2]
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19[1]
NA when local weather not available.
[1]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

BUFFALO, WY

JOHNSON COUNTY ..... **RNAV (GPS) Rwy 31**[1]
VOR/DME Rwy 31[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID

BURLEY MUNI ..... **VOR-A**
VOR/DME-B
NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL ..... **NDB Rwy 10**[1]
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.
[1]Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR

BURNS MUNI ..... **VOR Rwy 30**
Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT

BERT MOONEY ..... **ILS Y Rwy 15**[1]
LOC/DME Rwy 15[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Z Rwy 15,1200-2
VOR or GPS-B,1400-3
VOR/DME or GPS-A,3000-3
[1]Categories A, B, C, 1200-4.
[2]Categories A,B, 1300-2; Categories C,D, 1300-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID

CALDWELL INDUSTRIAL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CASPER, WY

CASPER/NATRONA COUNTY INTL ..... **ILS or LOC Rwy 3**
ILS, Categories A,B, 800-2; Category C 800-2½; Category D, 800-2¾; Category E, 900-3.
LOC, Category C, 800-2½; Category D, 800-2¾; Category E, 900-3.

NAME ALTERNATE MINIMUMS

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD ..... **ILS or LOC Rwy 27**[1]
NDB Rwy 27[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CODY, WY

YELLOWSTONE REGIONAL ..... **RNAV (GPS) Rwy 22**[1]
VOR or GPS-A[2]
[1]Category C, 800-2¼; Category D, 200-2¾.
[2]Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD .... **ILS or LOC/DME Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
VOR Rwy 5
VOR/DME Rwy 1
NA when local weather not available.

CORVALLIS, OR

CORVALLIS MUNI ..... **VOR-A**
Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA

DEER PARK ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

DILLON, MT

DILLON ..... **VOR or GPS-A,**1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ..... **VOR Rwy 29**
Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ..... **RNAV (GPS)-A**
Categories A, B, 1100-2.
NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ..... **RNAV (GPS) Rwy 25**[1]
RNAV (GPS) Rwy 29
VOR-B[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category A, 1500-2.

NAME ALTERNATE MINIMUMS

EPHRATA, WA
EPHRATA MUNI ..... **RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 21[2]
VOR/DME Rwy 3[1]
VOR Rwy 21[1]
NA when local weather not available.
[1]Category D, 1300-3.
[2]Category C, 800-2¼; Category D, 1300-3.

EUGENE, OR
MAHLON-SWEET
FIELD ..... **ILS or LOC/DME Z Rwy 16R**[1]
ILS or LOC Y Rwy 16R[1]
ILS or LOC/DME Rwy 16L[12]
RNAV (GPS) Rwy 34R[2]
VOR or GPS-A[3]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

EVANSTON, WY
EVANSTON-UINTA COUNTY
BURNS FIELD ..... **ILS or LOC/DME Rwy 23**
Categories C,D, 700-2.

EVERETT, WA
SNOHOMISH COUNTY(PAINE
FIELD) ..... **ILS or LOC/DME Rwy 16R**
NA when control tower closed.
NA when local weather not available.

FORT BENTON, MT
FORT BENTON ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

GILLETTE, WY
GILLETTE-CAMPBELL
COUNTY ..... **ILS or LOC Rwy 34**[12]
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[4]
VOR/DME Rwy 16[5]
VOR/DME Rwy 34[1]
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]NA when control tower closed.
[3]Categories A,B,C, 800-2¼; Category D, 1000-3.
[4]Categories A,B,C,D, 1200-4.
[5]Category C, 800-2¼; Category D, 1000-3.

GLASGOW, MT
WOKAL FIELD/
GLASGOW INTL ..... **VOR Rwy 12**
Categories A,B, 900-2; Categories C,D, 900-3.
VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT
DAWSON
COMMUNITY ..... **NDB or GPS Rwy 12,**900-2¾

GOODING, ID
GOODING MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

GRAY AAF (KGRF)
FORT LEWIS, WA ..... **NDB Rwy 15**
NDB Rwy 33
ILS or LOC Rwy 15
COPTER NDB Rwy 15
NA when control tower closed.

GREAT FALLS, MT
GREAT FALLS INTL ..... **NDB Rwy 34**
Category D, 800-2¼.

GREYBULL, WY
SOUTH BIG HORN COUNTY .... **RNAV (GPS)-A**
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 1200-3.

HAILEY, ID
FRIEDMAN
MEMORIAL ..... **RNAV (GPS) W Rwy 31**
Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT
HAVRE CITY-COUNTY ..... **VOR Rwy 26**
Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ..... **ILS or LOC Y Rwy 27[12]**
ILS or LOC Z Rwy 27[12]
LOC/DME BC-C[13]
NDB-D[14]
RNAV (GPS) Y Rwy 9[5]
RNAV (GPS) Rwy 23[6]
RNAV (GPS) X Rwy 27[5]
RNAV (RNP) Z Rwy 9[7]
RNAV (RNP) Y Rwy 27[7]
RNAV (RNP) Z Rwy 27[79]
VOR-A[8]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1600-2; Categories C, D, E, 1600-3.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.
[4]Category A, 1200-2.
[5]Categories A, B, 1600-2; Categories C, D, 1600-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[7]NA when local weather not available.
[8]Categories A, B, 2900-2; Categories C, D, 2900-3.
[9]1000-4.

HOQUIAM, WA

BOWERMAN ..... **RNAV (GPS) Rwy 24[1]**
VOR/DME Rwy 24[2]
VOR Rwy 6[1]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ..... **ILS or LOC Rwy 20[1]**
LOC BC Rwy 2[2]
RNAV (GPS) Rwy 20[3]
VOR Rwy 20[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]NA when local weather not available.

JACKSON, WY

JACKSON HOLE ..... **RNAV (GPS) X Rwy 1[1]**
RNAV (GPS) Y Rwy 19[1]
RNAV (RNP) Y Rwy 1, 10681200-4
VOR/DME Rwy 1[2]
VOR/DME Rwy 19[3]

[1]Categories A,B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B,1000-2; Categories C,D, 1000-3.
[3]Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS

JEROME, ID

JEROME COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27[1]
VOR/DME-A

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
OGILVIE FIELD ..... **RNAV (GPS) Y Rwy 9**
Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL ..... **ILS or LOC Rwy 2[1]**
RNAV (RNP) Y Rwy 2[2]
RNAV (RNP) Rwy 20, 800-2½[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.

KELSO, WA

SOUTHWEST
WASHINGTON RGNL ..... **RNAV (GPS) Rwy 12**
Categories A, B, 900-2.

KLAMATH FALLS, OR

KLAMATH FALLS .... **ILS or LOC/DME Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2¾; Category D, 1000-3. LOC, Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY ..... **VOR/DME-A**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY ..... **RNAV (GPS) Y Rwy 8**[1]
RNAV (GPS) Y Rwy 26[1]
RNAV (RNP) Rwy 30[2]
RNAV (RNP) Z Rwy 8[2]
RNAV (RNP) Z Rwy 12[2]
RNAV (RNP) Z Rwy 26[2]
VOR Rwy 8[3]
VOR Rwy 26[1]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI ..... **RNAV (GPS) Rwy 7**
VOR Rwy 7

Category D, 800-2¼.

LIVINGSTON, MT

MISSION FIELD ..... **VOR/DME-B**[1]
VOR-A[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

MC CALL MUNI ..... **RNAV (GPS) Rwy 16**[1]
RNAV (GPS) Y Rwy 34[2]
RNAV (GPS) Z Rwy 34[34]

[1]Category C, 900-2½.
[2]Categories A, B, 1600-2; Categories C, D, 1600-3.
[3]NA when local weather not available.
[4]Category C, 900-2½; Category D, 1000-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ..... **ILS or LOC Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.
Category D 800-2¼.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD ..... **ILS or LOC/DME Rwy 14**[12]
LOC/DME BC-B[23]
RNAV (GPS)-D[3]
RNAV (GPS) Rwy 14[4]
VOR-A[5]
VOR/DME-C[3]
VOR/DME Rwy 14[5]

[1]ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[2]NA when control tower closed.
[3]Categories A, B, 2300-2; Categories C, D, 2300-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 1400-2;Category C, D 1400-3.

MISSOULA, MT

MISSOULA INTL ..... **ILS Rwy 11**[1]
RNAV (GPS) Y Rwy 11[23]
RNAV (RNP) Z Rwy 11[2]**,**800-2½
VOR/DME or GPS-A,2000-3
VOR/DME or GPS-B,2000-3

[1]ILS, 1600-6. LOC,NA.
[2]NA when local weather not available.
[3]Categories A, B, 1900-2; Categories C, D, 1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... **ILS or LOC Rwy 32R**[1]
NDB Rwy 32R[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 14L[1]
RNAV (GPS) Rwy 22[1]
VOR Rwy 4[2]
VOR -1 Rwy 14L[2]
VOR -3 Rwy 14L[2]
VOR Rwy 22[2]
VOR Rwy 32R[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

NEWCASTLE, WY

MONDELL FIELD ..... **VOR or GPS Rwy 31**
NA except for operators with approved weather reporting service.
Categories A,B, 900-2;Categories C,D, 900-3.

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

NORTH BEND, OR

SOUTHWEST OREGON RGNL ..... **ILS or LOC Rwy 4[1]**
NDB Rwy 4[2]
RNAV (GPS) Y Rwy 4[2]
VOR-A[3]
VOR/DME-B[2]
VOR/DME Rwy 4[4]

[1]ILS, Categories A, B, 800-2; Category C, 900-2¼; Category D, 1100-3. LOC, Category C, 900-2¼; Category D,1100-3.
[2]Category C, 900-2¼; Category D, 1100-3.
[3]Categories A, B, 1200-2; Categories C, D, 1200-3.
[4]Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG ..... **RNAV (GPS) Rwy 7**

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ..... **ILS or LOC Rwy 17[123]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[24]
VOR/DME Rwy 35[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Category D, 800-2¼.

ONTARIO, OR

ONTARIO MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PASCO, WA

TRI-CITIES ..... **ILS or LOC Rwy 21R[12]**
RNAV (GPS) Rwy 3L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21R
RNAV (GPS) Rwy 30
VOR Rwy 21R[3]
VOR/DME Rwy 30

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON ..... **ILS or LOC/DME Rwy 25[1]**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7

NA when local weather not available.
[1]ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD ..... **NDB-A[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2½.

POCATELLO, ID

POCATELLO RGNL ..... **ILS or LOC Rwy 21[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[2]

[1]NA when control zone not in effect.
[2]NA when local weather not available.

PORT ANGELES, WA

WILLIAM R FAIRCHILD INTL ..... **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8[1]
RNAV (GPS) Rwy 26

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

26 AUG 2010 to 23 SEP 2010

NAME — ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND INTL ..... **ILS or LOC Rwy 10L**[1]
ILS or LOC Rwy 10R[2]
ILS or LOC Rwy 28L[3]
ILS or LOC Rwy 28R[4]
LOC/DME Rwy 21[5]
RNAV (GPS) Rwy 10L[5]
RNAV (GPS) Rwy 10R[6]
RNAV (GPS) Rwy 12[7]
RNAV (GPS) Rwy 28L[8]
RNAV (GPS) Rwy 28R[8]
VOR/DME Rwy 21[5]
VOR-A [9]
VOR Rwy 28R[5]

[1]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.
[3]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.
[4]ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[5]Category D, 1000-3.
[6]Categories A,B,C 800-5; Category D, 1000-5.
[7]NA when local weather not available.
[8]Category D, 1000-3.
[9]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. **ILS or LOC Rwy 12**[1]
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE ..... **NDB or GPS-A**

Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI ..... **RNAV (GPS) Rwy 5,** 800-2¼

RAWLINS, WY

RAWLINS MUNI/ HARVEY FIELD ..... **RNAV (GPS) Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME — ALTERNATE MINIMUMS

REDMOND, OR

ROBERTS FIELD ..... **ILS or LOC Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]ILS,LOC,Category D,800-2¼; Category E, 800-2½.
[2]Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI ..... **NDB Rwy 16**[1]
RNAV (GPS) Y Rwy 16[2]

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

REXBURG, ID

REXBURG-MADISON COUNTY ..... **RNAV (GPS) Rwy 35**

NA when local weather not available.
Category D, 800-2½.

RICHLAND, WA

RICHLAND ..... **NDB Rwy 19**[1]
RNAV (GPS) Rwy 19[1]
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
VOR Rwy 26[1]

[1]Category D, 800-2½.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

RIVERTON, WY

RIVERTON RGNL ..... **ILS or LOC Rwy 28**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 10
VOR Rwy 28

NA when local weather not available.

ROSEBURG, OR

ROSEBURG RGNL ..... **RNAV (GPS)-B**

NA when local weather not available.
Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ..... **ILS or LOC Rwy 31**[12]
LOC/DME Rwy 31[3]
RNAV (GPS) Rwy 31[13]

[1]NA when local weather not available.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

SALMON, ID

LEMHI COUNTY ..... **RNAV (GPS)-D**
NA when local weather not available.
Categories A, B, 3000-2; Category C, 3000-3.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK ..... **VOR/DME or GPS-A**
Category B, 900-2; Category C, 1000-2¾; Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY INTL ..... **ILS or LOC Rwy 31L[1]**
LOC/DME Rwy 13R[2]
RNAV (GPS) Y Rwy 13R[3]
RNAV (RNP) Z Rwy 13R[4]
[1]Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Categories A, B, C, D, 800-2¼.

SHERIDAN, WY

SHERIDAN COUNTY ..... **ILS or LOC/DME Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
NA when local weather not received.
Category D, 800-2¼.

SIDNEY, MT

SIDNEY-RICHLAND MUNI ..... **NDB Rwy 1[1]**
NDB Rwy 19[2]
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SPOKANE, WA

FELTS FIELD ..... **ILS/DME Rwy 21R[1]**
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 3L[2]
VOR Rwy 3L[34]
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Categories A, B, 1000-2; Categories C, D, 1000-3.
[4]NA when local weather not available.

SPOKANE INTL ..... **ILS or LOC Rwy 3[1]**
ILS or LOC/DME Rwy 21[1]
RNAV (GPS) Rwy 3[2]
VOR Rwy 3[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 800-2½.

TACOMA, WA

TACOMA NARROWS ..... **ILS Rwy 17[1]**
NDB Rwy 35[1]
RNAV (GPS) Rwy 17[12]
RNAV (GPS) Rwy 35[23]
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/ THE DALLES MUNI ..... **RNAV (GPS)-A**
Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL ..... **ILS or LOC Rwy 25[1]**
NDB Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 7[2]
NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]Category C, 800-2¼; Category D, 800-2½.

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

WALLA WALLA, WA

WALLA WALLA RGNL ..... **ILS or LOC Rwy 20**[1]
ILS or LOC Y Rwy 20[13]
ILS or LOC/DME Z Rwy 20[23]
NDB Rwy 20, 1000-3
RNAV (GPS) Rwy 2[34]
RNAV (GPS) Rwy 16[4]
RNAV (GPS) Rwy 20[4]
VOR/DME Rwy 2[4]

[1]ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.

WENATCHEE, WA

PANGBORN
MEMORIAL ..... **ILS Y Rwy 12,** 1300-4
RNAV (RNP) Rwy 12, 1200-4
VOR/DME-C[12]
VOR/DME-A[3]

[1]NA when local weather not available.
[2]Categories A, B, 1500-2; Categories C, D, 1500-3.
[3]Categories A, B, 2000-2; Categories C, D, 2000-3.

WOLF POINT, MT

L.M. CLAYTON ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI ..... **VOR or GPS Rwy 16**

Categories C,D, 800-2½.

YAKIMA, WA

YAKIMA AIR TERMINAL/
MCALLISTER FIELD .... **ILS Y Rwy 27,** 600-2¼[1]
LOC/DME BC-B[12]
RNAV (GPS) Y Rwy 27[3]
VOR/DME or TACAN Rwy 27[4]
VOR-A[5]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]Category C, 800-2½; Category D, 800-2¾.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Category C, 800-2¼; Category D, 800-2½.

26 AUG 2010 to 23 SEP 2010

CHEYENNE, WY

Amdt 1B, MAY 8, 2008 (FAA) ELEV **6159**

CHEYENNE RGNL/JERRY OLSON FIELD

RADAR - 124.55 263.075 ▽ △ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	27	3.0°/55/918	ABCDE	**6321**/24	200	(200-½)				
ASR	9		ABC	**6500**-1	357	(400-1)	DE	**6500**-1¼	357	(400-1¼)
	27		ABC	**6520**/24	399	(400-½)	DE	**6520**/50	399	(400-1)
CIR	ALL		AB	**6660**-1	501	(600-1)	C	**6660**-1½	501	(600-1½)
			D	**6720**-2	561	(600-2)	E	**6960**-2¾	801	(900-2¾)

For inoperative MALSR increase, PAR 27 category E visibility to RVR 4000, ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 1½. PAR not available when ASR out of service.

GRAY AAF (KGRF),

FORT LEWIS, WA (Amdt 1 10210 USA) **ELEV 300**

RADAR - (E) 128.2 139.925 239.0 317.4 ▽ △ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	15	3.0°/55/853	ABCD	**499**/24	200	(200-½)
	33	3.0°/39/729	ABCD	**500**-½	200	(200-½)

[1]Opr cont exc federal holidays. POC DSN 357-4953 or C253-967-4953. Svc incl PAR and apch mnt of ILS and NDB.

OPS 138.6
Contact Seattle approach for vectors to Final on 120.1 290.9
Missed Approach:
Rwy 15: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 1000, then climbing left turn to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).
Rwy 33: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

OAK HARBOR (OKH), WA

Amdt 1A, Mar 12, 2009 (FAA) **ELEV 193**

A J EISENBERG

RADAR - 118.2 285.65 ▽ ⚠NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	7		AB	620-1	427	(500-1)
			CD	NA		
CIR	All Rwy		A	620-1	427	(500-1)
			B	660-1	467	(500-1)
			CD	NA		

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (10210 USN) **ELEV 47**

RADAR - (E) 126.05x 126.85x 266.8x 299.6x 310.8x 322.5x 327.0x 343.75x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	14[5 12]	3.0°/48/947	ABCDE	**139**-¼	100	(100-¼)
	32[7 14]	3.0°/34/772	ABCDE	**297**-½	250	(300-½)
	7[3 11]	3.0°/50/961	ABCDE	**125**-½	100	(100-½)
	25[2 13]	3.0°/40/718	ABCDE	**228**-½	200	(200-½)
W/O GS	7		ABCDE	**300**-1	275	(300-1)
	14[7 12]		AB	**360**-½	321	(400-½)
			CDE	**360**-¾	321	(400-¾)
	32[8 10]		ABC	**500**-¾	453	(500-¾)
			DE	**500**-1	453	(500-1)
	25[6 13]		AB	**620**-½	593	(600-½)
			C	**620**-1	593	(600-1)
			D	**620**-1¼	593	(600-1¼)
			E	**620**-1½	593	(600-1½)
ASR	7[11]		AB	**460**-1	435	(500-1)
			C	**460**-1¼	435	(500-1¼)
			DE	**460**-1½	435	(500-1½)
	14[4 12]		AB	**620**-½	581	(600-½)
			C	**620**-1	581	(600-1)
			D	**620**-1¼	581	(600-1¼)
			E	**620**-1½	581	(600-1½)
	32[8 12]		AB	**680**-½	633	(700-½)
			C	**680**-1¼	633	(700-1¼)
			D	**680**-1½	633	(700-1½)
			E	**680**-1¾	633	(700-1¾)

RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
10210

26 AUG 2010 to 23 SEP 2010
26 AUG 2010 to 23 SEP 2010

WHIDBEY ISLAND NAS (KNUW) WA (CONT'd)

25[10 11]	A	**780**-½	753	(800-½)
	B	**780**-¾	753	(800-¾)
	C	**780**-1¾	753	(800-1¾)
	D	**780**-2	753	(800-2)
	E	**780**-2¼	753	(800-2¼)
CIRCLING 7, 14, 25, 32[9]	A	**740**-1	693	(700-1)
	B	**800**-1¼	753	(800-1¼)
	C	**800**-2¼	753	(800-2¼)
	D	**860**-2¾	813	(900-2¾)
	E	**1120**-3	1073	(1100-3)
CIRCLING 25[9]	A	**780**-1	733	(800-1)
ASR	B	**800**-1¼	753	(800-1¼)
	C	**800**-2¼	753	(800-2¼)
	D	**860**-2¾	813	(900-2¾)
	E	**1120**-3	1073	(1100-3)

[1]No-NOTAM MP: PAR 1600-0800Z++ Mon. [2]When ALS inop, increase vis CAT ABCDE to ¾ mile. [3]Missed approach minimum climb rate 226'/NM until reaching 3000. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. [5]When ALS inop, increase CAT ABCDE vis to ½ mile. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. [7]When ALS inop, increase vis CAT ABCDE to 1 mile. [8]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¾ miles, CAT D to 2 miles, CAT E to 2¼ miles. [9]When Circling to RWY 32, increase vis CAT A to 1¼ mile. [10]When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ miles, CAT C to 2¼ miles, CAT D to 2½ miles, CAT E to 2¾ miles. [11]Amdt 1. [12]Amdt 2. [13]Amdt 3. [14]Amdt 4.

26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** Use LUNDI DEPARTURE. **Rwy 34,** use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34**, turn left. **All aircraft** climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. **Rwy 17,** std. w/ min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. **Rwy 22,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35,** climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NAME	TAKE-OFF MINIMUMS

BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: **Rwy 17,** multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. **Rwy 35,** multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34,** 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwy 16**, climb direct to WATON LOM. **Rwys 29,34**, turn left. **All aircraft** climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8,31,** turn left. **Rwy 13**, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course. **All other aircraft** climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence... ...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17,** multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35,** multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: **Rwy 13,** 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31,** 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY ,OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K). **Rwy 13**, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31**, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C,D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8,13**, turn left. **Rwys 26,31,35,** turn right. **All aircraft** climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34,** climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16,** lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34,** lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 8400 via BPI R-124. **Rwy 31,** climb to 10800 via BPI R-320 thence all aircraft climb on course.

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BILLINGS, MT
BILLINGS LOGAN INTL (BIL)
AMDT 5 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10R,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 10L,** Climb heading 098° to 4600 before turning right.
NOTE: **Rwy 10L,** fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25,** airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID
MCCARLEY FIELD
DEPARTURE PROCEDURE: **Rwy 1,** climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19,** climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID
BOISE AIR TERMINAL / GOWEN FIELD (BOI)
AMDT 6 10042 (FAA)
DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERS FERRY, ID
BOUNDARY COUNTY (65S)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 20,** use KARPS (RNAV) DEPARTURE.

BOZEMAN,MT
GALLATIN FIELD (BZN)
AMDT 3 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.
DEPARTURE PROCEDURE: **Rwys 12, 30,** use BOZEMAN DEPARTURE.

BREMERTON,WA
BREMERTON NATIONAL (PWT)
AMDT 3 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ min. climb of 410' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 1,** Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19,** Climb to 6000 direct CAN NDB, thence...
...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.
NOTES: **Rwy 1,** Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19,** Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO,WY
JOHNSON COUNTY
TAKE-OFF MINIMUMS: Northbound aircraft: **Rwys 13,31,** 2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. with a min climb of 300' per NM to 6000.
DEPARTURE PROCEDURE: Northbound aircraft: **Rwy 13**, turn left. **Rwy 31,** climb straight ahead. **All aircraft** proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: **Rwy 13,** climb straight ahead. **Rwy 31,** turn right. **All aircraft** proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID
BURLEY MUNI (BYI)
AMDT 5 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1½ or std. w/ min. climb of 428' per NM to 4500.
DEPARTURE PROCEDURE: **Rwy 2,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 20,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.
NOTE: **Rwy 2,** obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6,** trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline,16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline,123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 4,10,22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: **Rwy 4,** tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30,** climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: **Rwy 21,** pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15,** std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29,** std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33,** std. w/ min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .**Rwy 29,** climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . . **Rwy 33,** climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .

. . .climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: **Rwy 15,** multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. **Rwy 29,** multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6 379' MSL. **Rwy 33,** flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30,** climb via heading 299° to 4400 before proceeding on course.

NOTE: **Rwy 12,** levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30,** multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **All other runways,** turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS, WA

CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16,** climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34,** climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: **Rwy 13,** multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27,** multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31.** multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY

YELLOWSTONE RGNL (COD)

AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22,** std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22,** climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4,** trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22,** poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV) DEPARTURE. **Rwy 24,** use CONUK (RNAV) DEPARTURE.

CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17,** climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. **Rwys 27, 35,** climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9,** multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27,** obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. **Rwy 35,** multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above9000.

DEER PARK, WA

DEER PARK (DEW)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1½ or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16,** climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22,** climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: **Rwy 4,** aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16,** trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22,** trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34,** aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

DILLON, MT

DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21,** NA.

DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23,** 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11,** climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23,** climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29,** climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.

NOTE: **Rwy 5,** trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23,** trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID

DRIGGS-REED MEMORIAL (DIJ)

AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA-Terrain. **Rwy 34,** 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34,** climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: **Rwy 34,** trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA

BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11,** 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25,** 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29,** 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29,** climbing right turn direct ELN VORTAC. **Rwys 11, 25,** climbing left turn direct ELN VORTAC. **All aircraft,** continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2300 before proceeding on course. **Rwy 11,** climb heading 112° to 2200 before proceeding on course. **Rwy 21,** climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climb to 1000 then climbing right turn...**Rwys 34L, 34R,** climb to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in EUG VORTAC holding pattern (hold north, right turn, 175° inbound) to cross EUG VORTAC at or above MEA altitude before proceeding enroute.

NOTE: **Rwy 16R,** tree 1992' from departure end of runway, 832' left of centerline, 50' AGL/419' MSL. **Rwy 16L,** multiple trees and power poles beginning 872' from departure end of runway, 35' right of centerline, up to 50' AGL/437' MSL, multiple trees and power poles beginning 890' from departure end of runway, 77' left of centerline, up to 50' AGL/433' MSL. **Rwy 34R,** multiple trees beginning 2869' from departure end of runway, 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline, 50' AGL/428' MSL.

26 AUG 2010 to 23 SEP 2010

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. **Rwy 23**, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R,** climbing right turn, thence...**Rwys 29, 34L/R,** climbing left turn, thence...

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 11,** multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, up to 140' AGL/672' MSL. **Rwy 16L,** multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. **Rwy 16R,** multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. **Rwy 29,** multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. **Rwy 34R,** multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track 048° to intercept SKA R-045 to 5300, then on course. **Rwy 23**, climb on track 241° to 3400, then on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468' MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23,** std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23,** for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB **Rwy 34,** climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. **Rwy 21,** 600-3 or std. w/ min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. **Rwy 21,** climb via heading 206° to 5200, before proceeding on course.

NOTE: **Rwy 3,** windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. **Rwy 16,** tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. **Rwy 21,** fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 ' AGL/4729' MSL. **Rwy 34,** fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394 ' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 ' MSL. Vehicle on road 1610' from DER. 419' left of centerline, 15' AGL/4380' MSL.

GOODING, ID

GOODING MUNI (GNG)
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 068° to 5000 before turning left. **Rwy 25,** climb heading 233° to 5600 before turning right.

NOTE: **Rwy 7,** rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. **Rwy 25,** vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID
IDAHO COUNTY (S80)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Obstacles.

DEPARTURE PROCEDURE: **Rwy 25,** Use MELLR DEPARTURE.

GRANTS PASS, OR
GRANTS PASS

TAKE-OFF MINIMUMS: **Rwy 12,** NA. **Rwy 30,** 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 30,** climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)
FORT LEWIS, WA . . . . . AMDT 2, 10098

Rwy 15, Standard
Rwy 33, 300-1*
* Or standard with minimum climb of 430/NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** Climb heading 147° to 700 then climbing left turn direct GRF NDB.
Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.

TAKE-OFF OBSTACLES: **Rwy 15,** Tree 100' AGL/ 439' MSL, 1848' from DER, 430' right of centerline. **Rwy 33,** Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of centerline.

GREAT FALLS, MT
GREAT FALLS INTL

NOTE: **Rwy 7,** obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. **Rwy 21,** pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. **Rwy 25,** windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY
SOUTH BIG HORN COUNTY (GEY)
ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. w/ min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: **All runways**, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on course.

NOTE: **Rwy 25,** bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY, WY
CAMP GUERNSEY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 320' per NM to 4700. **Rwy 32,** 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: **Rwy 14,** climb to 5600 via heading 150°. **Rwy 32,** climb to 5800 via heading 070°. **All aircraft** continue on course.

HAILEY, ID
FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 13,** 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. **Rwy 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 13,** Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: **Rwy 13,** multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT
RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE,MT
HAVRE CITY-COUNTY (HVR)
AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¾ or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...**Rwy 8,** climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence...**Rwy 21,** climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...**Rwy 26,** climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...
...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding on course.

NOTE: **Rwy 3,** pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. **Rwy 8,** obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26,** light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

HELENA, MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9,** std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23,**1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**,1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16,34,** NA.

DEPARTURE PROCEDURE: **Rwys 5,9,** climbing left turn heading 270°. **Rwys 23,27,** climbing right turn heading 020°. **All Aircraft:** continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5,** ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL**. Rwy 23,** pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27,** buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4,** tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22,** light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn heading 110°: **Rwy 24,** climb runway heading. **All aircraft** climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** std. w/ min. climb of 450' per NM to 6300, or 500-2¼ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31,** climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13,** road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31,** terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2,** pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17,** trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35,** trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON,WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1,** use GEYSER DEPARTURE. **Rwy 19,** use TETON DEPARTURE.

JEROME, ID
JEROME COUNTY (JER)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-1¾ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9,** bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27,** fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR
GRANT COUNTY RGNL/OGILVIE FIELD (GCD)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** NA, Terrain.

DEPARTURE PROCEDURE: **Rwy 27,** climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27,** fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT
GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA
SOUTHWEST WASHINGTON RGNL (KLS)
AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** NA, terrain. **Rwy 30,** std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:. **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: **Rwy 30,** light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

KEMMERER, WY
KEMMERER MUNI (EMM)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,10,22,28,** NA - Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34,** climb via heading 346° to 8200 then climbing right turn to12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.

KLAMATH FALLS, OR
KLAMATH FALLS (LMT)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Terrain. **Rwy 14,** std. w/ min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence… or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 25,** climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 32,** climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence…
…continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14,** trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25,** terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32,** multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30,** Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16,** 2000-3 or std. with a min. climb of 500' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 12**,**16,** climbing left turn direct LGD NDB, thence; **Rwys 30,34,** climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34,** 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12,21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32,** NA.

DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

LEWISTON,ID

LEWISTON-NEZ PERCE COUNTY (LWS)

AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8,12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN,MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7,12,** 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE:**Rwys 2,30** turn left. **Rwys 7,12,20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26,** std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8,** std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 8, 26,** for climb in visual conditions: cross Lexington Airport at or above 3600.

NOTES: **Rwy 8,** trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33,** not authorized. **Rwy 15,** use EYESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,13,26,31,** NA-Enivironmental.

DEPARTURE PROCEDURE: **Rwys 4, 22,** use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22,** std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: **Rwys 4, 34,** climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… **Rwy 16,** climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence…**Rwy 22,** climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence ...

…continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 4,** vehicle on road beginning 7' from DER,268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16,** bushes beginning 196'from DER, 151' left of centerline, up to 14' AGL/2444'MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34,** bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

MC CALL, ID

MC CALL MUNI (MYL)
AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.

MC CHORD FIELD (KTCM)

TACOMA, WA 10154

DEPARTURE PROCEDURE: **Rwy 16,** Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34,** Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16,** Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34,** Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17,** std. w/ min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35,** climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17,** tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22,** multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35,** multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD,OR

ROGUE VALLEY INTL-MEDFORD (MFR)
AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Obstacles. **Rwy 14**, std. w/ min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32,** std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwys 11, 29,** use GRZLY DEPARTURE.

26 AUG 2010 to 23 SEP 2010

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R,** antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. **Rwy 18,** pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L,** pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12, 30, 6700-3*

* Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10,** 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28,** 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct STI NDB. **Rwy 28,** climbing right turn direct STI NDB. **All aircraft** departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29,** climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11,** 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,17,23,35,** NA. **Rwy 13,** 200-1 or std. with a min. climb of 275' per NM to 4400. **Rwy 31,** 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31,** climbing left turn. **All aircraft** climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13,** fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31,** multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 16,** turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

26 AUG 2010 to 23 SEP 2010

NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 13,** 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13,** climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22,** climb heading 223° to 700 before proceeding on course. **Rwy 31,** climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4,** Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13,** bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22,** ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31,** ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1. **Rwy 25,** 300-1

DEPARTURE PROCEDURE: **Rwy 7,** climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25,** climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7,** multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25,** cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence. . .**Rwy 17,** climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence. . .or climb in visual conditions to cross OLM VORTAC at or above 2300, thence. . . **Rwy s 26,35,** climbing right turn direct OLM VORTAC, thence. . .

. . .continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17,** multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26,** multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35,** multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17,** 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** use GETNG RNAV DEPARTURE. **Rwy 35,** NA.

ONTARIO,OR
ONTARIO MUNI (ONO)
AMDT 3 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.
NOTE: **Rwy 14,** multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32,** multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA
TRI-CITIES
DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON,OR
EASTERN OREGON RGNL AT PENDLETON (PDT)
AMDT 3 09183 (FAA)
DEPARTURE PROCEDURE: **Rwys 7, 29, 34,** climbing left turn direct PDT VORTAC, thence...
Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...
Rwy 25, climb direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.
NOTE: **Rwy 16,** multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. **Rwy 25,** multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29,** terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY
PINEDALE/RALPH WENZ FIELD (PNA)
AMDT 2 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 11,** climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29,** climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT
SHER-WOOD
NOTE: **Rwy 12,** multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/ 2251' MSL. **Rwy 30,** multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID
POCATELLO RGNL (PIH)
AMDT 7 09351 (FAA)
DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT
POLSON
TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.
DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.
NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

PORT ANGELES, WA
PORT ANGELES CGAS
DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL
DEPARTURE PROCEDURE: **Rwys 8,13, 26, 31**, use WATTR FIVE DEPARTURE.

PORTLAND, OR

PORTLAND INTL (PDX)
AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 400' per NM to 600. **Rwy 10L/R,** std. w/ min. climb of 270' per NM to 2900. **Rwy 21,** std. w/ min. of 310' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L,10R,** climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ... **Rwy 21,** climb heading 205.03 to 500, then climbing right turn direct BTG VORTAC, thence ... **Rwys 28L,28R,** climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ... ... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3,** signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. **Rwy 10L,** rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL. **Rwy 10R,** pole 1996' from departure end of runway, 758' right of centerline, 54' AGL/74' MSL. note: **Rwy 21,** trees beginning 1319' from departure end of runway,155' right of centerline, up to 100' AGL/318' MSL. Poles and trees beginning 353' from departure end of runway, 36' left of centerline, up to 100' AGL/317' MSL. **Rwy 28L,** trees 1873' from departure end of runway, 836' left of centerline, 50' AGL/88' MSL. **Rwy 28R,** multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right of centerline, up to 27' AGL/69' MSL.

PORTLAND-HILLSBORO (HIO)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct UBG VOR/DME… **Rwy 20,** climbing left turn direct UBG VOR/DME… **Rwys 2, 30,** climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME… …all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2,** vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12,** terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20,** terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30,** terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7,** 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left. **Rwy 25**, turn right. **All aircraft** climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI (POY)
AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,16,21,34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. **All aircraft** climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13,** terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31,** windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15,** climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28,** climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33,** climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10,** trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15,** trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28,** trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33,** trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/ 3319' MSL.

26 AUG 2010 to 23 SEP 2010

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23,** climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5,** multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23,** multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34,** 300-1.

DEPARTURE PROCEDURE: **Rwy 16,** climbing right turn. **Rwy 34,** climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16,** light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34,** multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4,** turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** std. w/ min. climb of 269' per NM to 4700. **Rwy 28,** std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10,** climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22,** climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28,** climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28,** numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¾ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34,** Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ...

...Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16,** trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34,** Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35,** climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17,** 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35,** 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RICHLAND, WA

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8,** std. w/ min. climb of 310' per NM to 5000. **Rwy 19,** std. w/ min. climb of 480' per NM to 5000. **Rwy 26,** std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,8,** climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 19,** climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. **Rwy 26,** climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1,** crane 4957' from DER,1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8,** railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19,** bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26,** antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

RIVERTON RGNL (RIW)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28,** climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1,** sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10 ,** sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19,** sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28,** sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9,** climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21,** climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27,** climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21,** bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34,** climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16,** tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34,** building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

26 AUG 2010 to 23 SEP 2010

ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34,** climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16,** tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34,** tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwy 35,** 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17,** NA. **Rwy 35,** climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1,** 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19,** 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn to COE VOR/DME via heading 200° and COE R-002. **Rwy 19,** climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5,** turn left heading 280°. **Rwy 23,** turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33,** climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: **Rwy 15,** 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33,** cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 280' per NM to 3400.

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L,** 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R,** std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L,** std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2 ½ for climb in visual conditions. **Rwy 31R,** std. w/ a min. climb of 334' per NM to 900, or 400-1¾ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R,** climbing right turn. **Rwys 31L/R,** climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L,** multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL. **Rwy13R,** multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L,** multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy31R,** multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R,** climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...
Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L,** trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C,** trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R,** trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L,** fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5,** 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5,** fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11,** truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000. **Rwy 23,** climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5,** multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23,** multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

26 AUG 2010 to 23 SEP 2010

SHERIDAN, WY

SHERIDAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 700-3 or std. w/ min. climb of 318' per NM to 5100, or. . .**Rwy 14,** 800-3 or std. w/ min. climb of 263' per NM to 5100, or. . .**Rwy 23,** 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . . . . .1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 14,** climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 23,** climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 32,** climb via heading 320° and SHR R-106 to SHR VORTAC, thence. . . . . .climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5,** multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23,** fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32,** antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT

SIDNEY-RICHLAND MUNI (SDY)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1,** trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19,** trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29,** terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH, WA

HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles. **Rwy 15L,** std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R,** std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L,** climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... **Rwy 33R,** climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE**: Rwy 15L,** tree 81' from DER, 177' right of centerline, 40' AGL/106'MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R,** powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.

26 AUG 2010 to 23 SEP 2010

SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R,** std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R,** climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/MEA for route of flight. **Rwys 21L, 21R,** climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R -050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/MEA for route of flight.

NOTE: **Rwy 3L,** trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R,** hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L,** elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R,** poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG)

AMDT 5 10154 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 25,** climbing left turn direct GEG VORTAC, thence...**Rwys 7, 21,** climbing right turn direct GEG VORTAC, thence... ...continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeast bound V120-448, 5200; eastbound V2, 5200; southeast through west bound climb on course.

NOTE: **Rwy 3,** multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL. **Rwy 21,** pole 2655' from DER, 1122' left of centerline, 42' AGL/2446' MSL. Tree 3391' from DER, 1315' right of centerline, 100' AGL/2466' MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12,** do not exceed 210 knots until established on MSO R-163. **Rwy 30,** do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30,** climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36,** 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36,** climb direct to DSD VORTAC. Then **all aircraft** climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17,** turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35,** turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwy 30**, climbing left turn heading 120°. **All aircraft** intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19,** NA. **Rwy 31,** 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19,** NA. **Rwy 31,** use FETUJ RNAV DEPARTURE.

TORRINGTON, WY

TORRINGTON MUNI (TOR)
ORIG 10042 (FAA)

NOTE: **Rwy 2,** terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10,** multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28,** terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26,** 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .**Rwy 26,** climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .

. . .continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26,** bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2,7, 20,25,34,** turn left. **Rwy 16,** turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16,** antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20,** light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34,** terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 121° to 3900 before proceeding on course. **Rwy 30,** climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12,** tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30,** tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12,** 1500-2 or std. with a min. climb of 510' per NM to 2900. **Rwys 25, 30**, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading. **Rwys 25, 30,** climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E,right turns,253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: **Rwy 1,** ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right. **All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

26 AUG 2010 to 23 SEP 2010

WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8,** climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence. . . **Rwy 26,** climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence. . .
. . .continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8,** multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. **Rwy 26,** multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) 10210

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25:** Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25:** Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.

TAKE-OFF OBSTACLES: **Rwy 7:** Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14:** Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA, WA

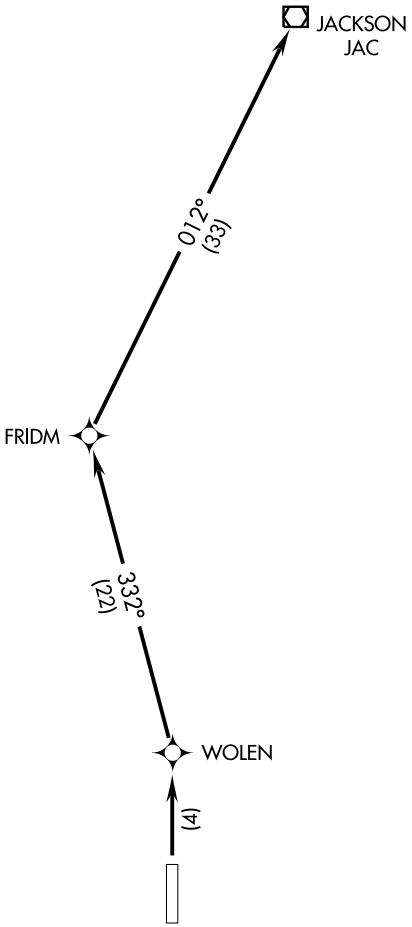
YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22,27,** 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4,** NA. **Rwys 9,22,27,** Use ZILLA DEPARTURE PROCEDURE.

26 AUG 2010 to 23 SEP 2010

SALT LAKE CENTER
128.35 381.6
CASPER RADIO
122.3
CTAF 122.8



NOTE: Chart not to scale.

NOTE: 1. GPS Required.
2. RNAV 1

TAKE-OFF MINIMUMS
Rwy 34: Standard with minimum climb of 330 feet per NM to 10700.
Rwy 16: NA- Obstacles.

TAKE-OFF OBSTACLE NOTES
Rwy 34: Tree 1054 feet from DER, 605 feet right of centerline, 40' AGL/6241' MSL.
Tree 1703 feet from DER, 235 feet right of centerline, 40' AGL/6259' MSL.

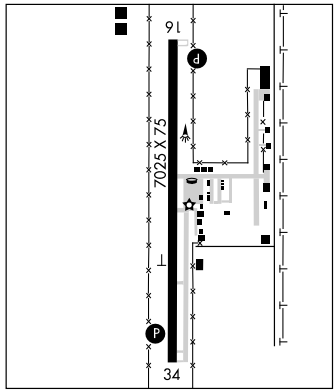
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 13000 direct WOLEN, and via 332° track to FRIDM, then via 012° track to JAC VOR/DME.

NW-1, 26 AUG 2010 to 23 SEP 2010

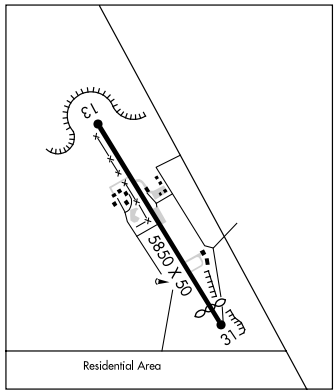
AFTON MUNI (AFO) 1 SW UTC−7(−6DT) N42°42.53′ W110°56.53′
6221 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CPR
RWY 16–34: H7025X75 (ASPH–PFC) S–24 MIRL 0.5% up S
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Pole. Rgt tfc.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Tree.
AIRPORT REMARKS: Attended 1500–0000Z‡. Fuel avbl 24 hrs by self svc with credit card. Ultralight activity invof arpt. Snowbanks 4′ to 7′ along rwys and taxiways edges from Oct–May with slick spots all surfaces. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES—AWOS–3 119.025 (307) 885–2654.
COMMUNICATIONS: CTAF/UNICOM 122.8
BIG PINEY RCO 122.3 (CASPER RADIO)
SALT LAKE CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE BPI.
BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77′ W110°06.55′ 266° 37.7 NM to fld. 6960/16E.

SALT LAKE CITY
H–3D, L–11D
IAP



ALPINE (46U) 1 NW UTC−7(−6DT) N43°11.08′ W111°02.55′
5634 **FUEL** 100LL TPA—6634(1000) NOTAM FILE CPR
RWY 13–31: H5850X50 (ASPH) S–5
RWY 13: Rgt tfc.
RWY 31: Thld dsplcd 400′. Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED nights. Fuel avbl by 24 hr credit card service. Birds on and invof arpt. Glider ops invof arpt, including tfc pat. Fences, buildings and trees within 120′ N and S of centerline first 4100′ Rwy 31.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.
POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22′ W112°39.13′ 058° 73.3 NM to fld. 4433/17E.

SALT LAKE CITY
H–3D, L–11D



ANTELOPE GAP N42°01.82′ W104°44.58′
RCO 122.2 (CASPER RADIO)

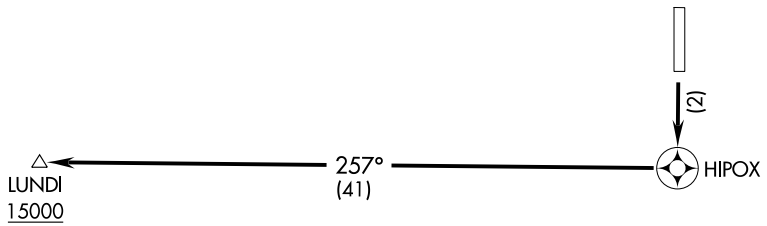
CHEYENNE
L–12F

BIG PINEY N42°34.77′ W110°06.55′ NOTAM FILE BPI.
(H) VORW/DME 116.5 BPI Chan 112 at Miley Mem Fld. 6960/16E.
RCO 122.3 (CASPER RADIO)

SALT LAKE CITY
H–3D, L–11D

LUNDI TWO DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER
128.35 381.6
CASPER RADIO
122.3
CTAF 122.8



TAKE-OFF MINIMUMS
Rwy 16: Standard with minimum climb of 515 feet per NM to 10400.
Rwy 34: NA- obstacles.

TAKE-OFF OBSTACLE NOTES
Rwy 16: Tree 1807 feet from DER, 298 feet right of centerline, 40' AGL/6277' MSL.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 15000 direct HIPOX and right turn via 257° track to LUNDI.

NW-1, 26 AUG 2010 to 23 SEP 2010

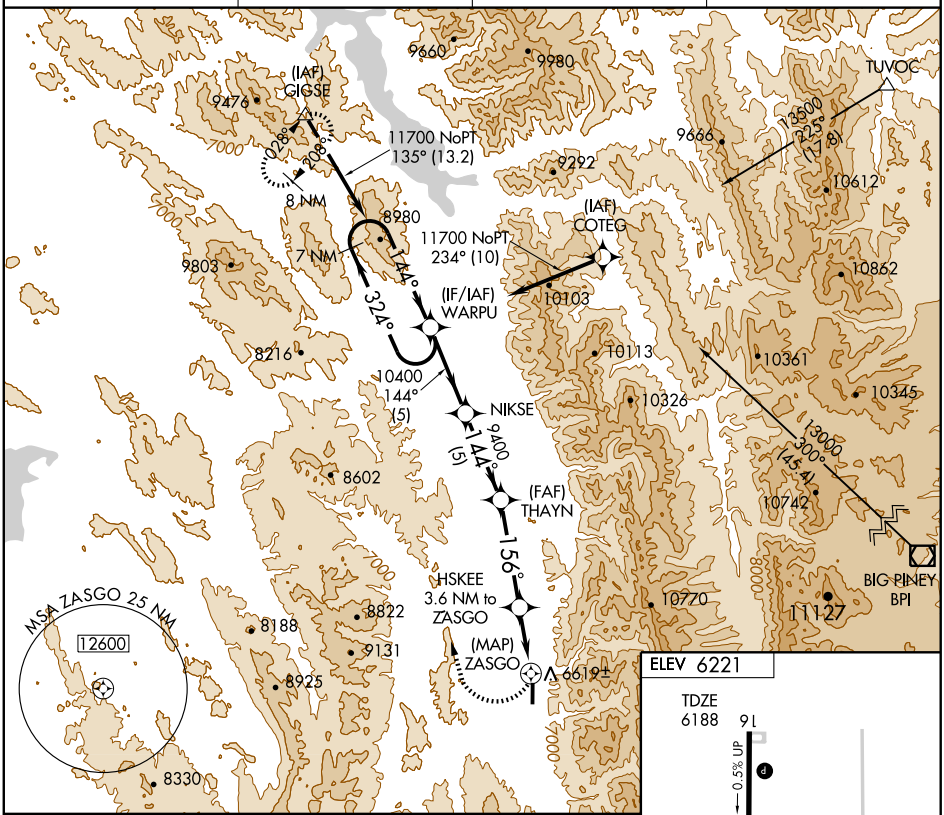
APP CRS	Rwy Idg	7025
156°	TDZE	6188
	Apt Elev	6221

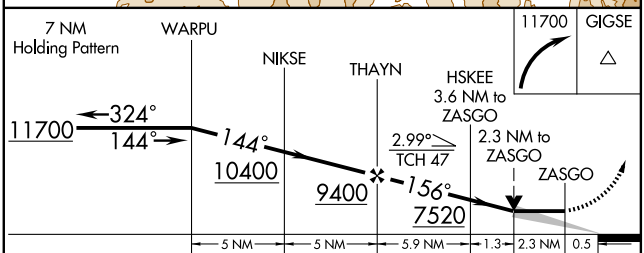
RNAV (GPS) RWY 16
AFTON MUNI (AFO)

DME/DME RNP -0.3 NA.
If local altimeter setting not received, procedure NA.
Circling NA east of Rwy 16-34.

MISSED APPROACH: Climbing right turn to 11700 direct GIGSE and hold. When authorized by ATC, climb-in-hold to 15000.

AWOS-3	SALT LAKE CENTER	CASPER RADIO	UNICOM
119.025	128.35 381.6	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7140-1¼ 952 (1000-1¼)	7140-1½ 952 (1000-1½)	7140-3 952 (1000-3)	NA
CIRCLING	7140-1¼ 919 (1000-1¼)	7140-1½ 919 (1000-1½)	7140-3 919 (1000-3)	NA

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	7025
346°	TDZE	6221
	Apt Elev	6221

RNAV (GPS) RWY 34

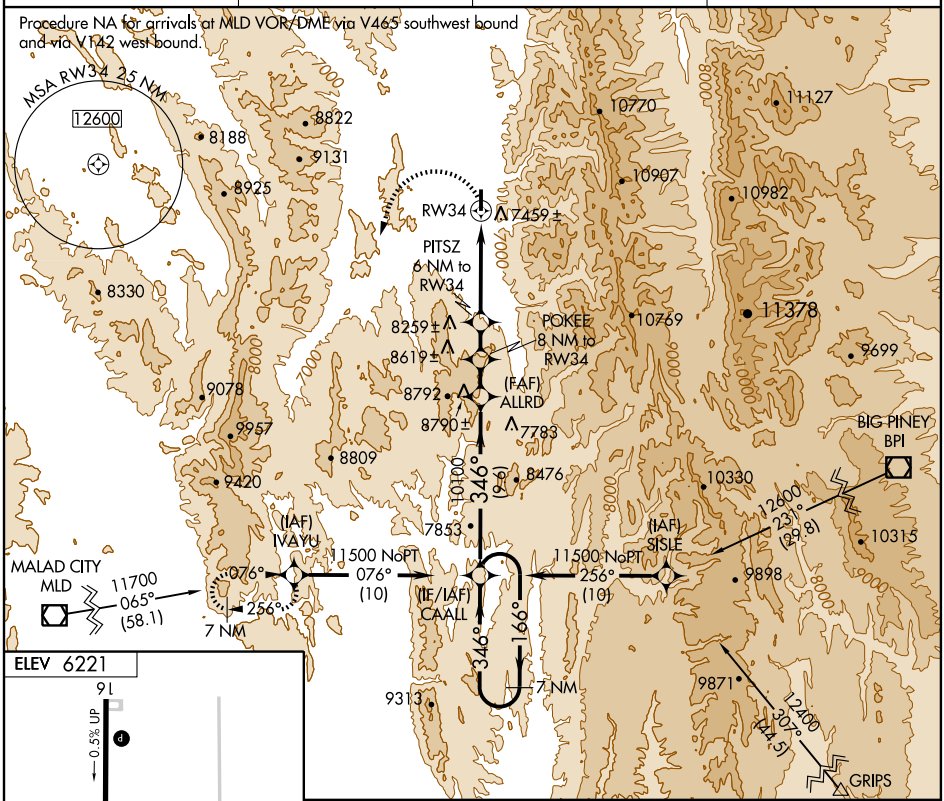
AFTON MUNI (AFO)

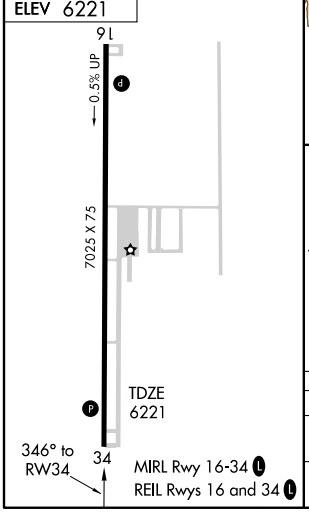
DME/DME RNP- 0.3 NA.
Circling NA east of Rwy 16-34
Visibility reduction by helicopters NA.
If local altimeter setting not received, procedure NA.

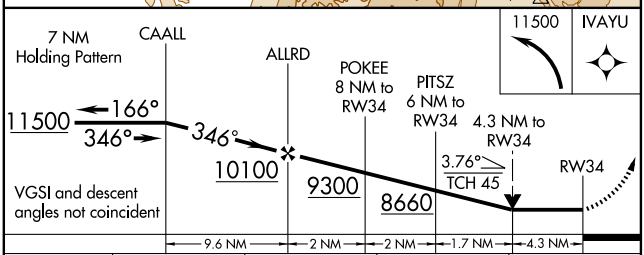
MISSED APPROACH: Climbing left turn to 11500 direct IVAYU and hold.

AWOS-3	SALT LAKE CENTER	CASPER RADIO	UNICOM
119.025	128.35 381.6	122.3	122.8 (CTAF) L

Procedure NA for arrivals at MLD VOR/DME via V465 southwest bound and via V142 west bound.





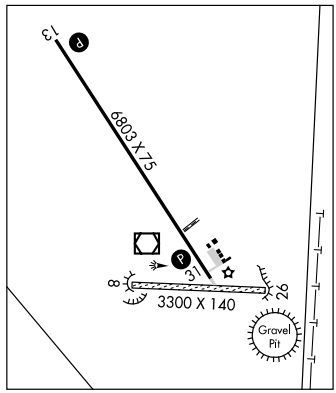


CATEGORY	A	B	C	D
LNAV MDA	7620-1¼ 1399 (1400-1¼)	7620-1½ 1399 (1400-1½)	7620-3 1399 (1400-3)	NA
CIRCLING	7620-1¼ 1399 (1400-1¼)	7620-1½ 1399 (1400-1½)	7620-3 1399 (1400-3)	NA

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

BIG PINEY

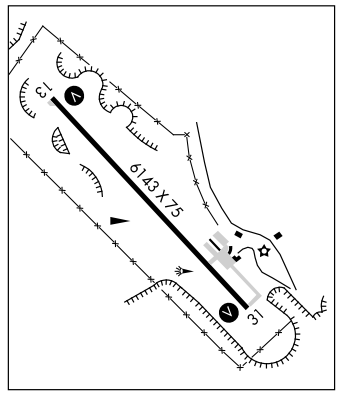
MILEY MEM FLD (BPI) 3 N UTC−7(−6DT) N42°35.11′ W110°06.67′ — SALT LAKE CITY
6990 B S2 **FUEL** 100LL, JET A NOTAM FILE BPI — H–3D, L–11D
RWY 13–31: H6803X75 (ASPH–PFC) S–22, D–33.6 MIRL 0.7% up NW — IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 08–26: 3300X140 (TURF—DIRT) 0.5% up W
RWY 08: Pole.
AIRPORT REMARKS: Attended 1400–0100Z‡. For assistance call 307–276–4299. For FBO svc after hrs call 307–749–1410. Fuel avbl 24 hr. Credit card service. Wildlife on and in vicinity of arpt. Rwy 08–26 no line of sight between rwy ends. 3′ to 5′ snowbanks along rwy and twy edges during winter months. Rwy 31 last 1000′ rollout end of rwy amber and white MIRL. ACTIVATE MIRL Rwy 13–31, PAPI Rwy 13 and Rwy 31, and REIL Rwy 13 and Rwy 31—122.7.
WEATHER DATA SOURCES—ASOS 135.225 (307) 276–9917.
COMMUNICATIONS: CTAF/UNICOM 122.8
BIG PINEY RCO 122.3 (CASPER RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE BPI.
BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77′ W110°06.55′ at fld. 6960/16E.



BOYSEN RESERVOIR N43°27.79′ W108°17.98′ NOTAM FILE CPR. — CHEYENNE
(H) VORW/DME 117.8 BOY Chan 125 132° 14.9 NM to Shoshoni Muni. 7550/16E. — H–3E, L–11E
RCO 122.3 (CASPER RADIO)

BUFFALO

JOHNSON CO (BYG) 3 NW UTC−7(−6DT) N44°22.87′ W106°43.31′ — CHEYENNE
4968 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE BYG — H–1E, 2F, L–13D
RWY 13–31: H6143X75 (ASPH) S–12.5 MIRL 1.1% up NW — IAP
RWY 13: VASI(V2L)—GA 4.0° TCH 36′. Fence.
RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 32′.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Sat 1500–1900Z‡. For fuel after hrs call 307–684–5297. For svc after hrs call 307–684–5297. Terrain drops off both sides of Rwy 13–31. Rwy 31 +250′ drop 170′ left first 417′. Deer on and invof arpt. NSTD markings Rwy 13–31 thld markings of irregular width, spacing and number. NSTD markings Rwy 31 Twy lead in line to Rwy 31 NSTD spearation from centerline. ACTIVATE MIRL Rwy 13–31, VASI Rwy 13 and Rwy 31 and REIL Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 135.425 (307) 684–2558.
COMMUNICATIONS: CTAF/UNICOM 122.8
CRAZY WOMAN RCO 122.025 (CASPER RADIO)
RADIO AIDS TO NAVIGATIONS: NOTAM FILE CPR.
CRAZY WOMAN (H) VORW/DME 117.3 CZI Chan 120 N43°59.98′ W106°26.14′ 319° 26.0 NM to fld. 4798/13E.



CAMP GUERNSEY (See GUERNSEY)

CASPER

CHEYENNE
FSS (CPR) TF 1–800–WX–BRIEF. — L–11E, 12F
RCO 122.4 122.2 (CASPER RADIO)

APP CRS	Rwy Idg	6803
312°	TDZE	6965
	Apt Elev	6990

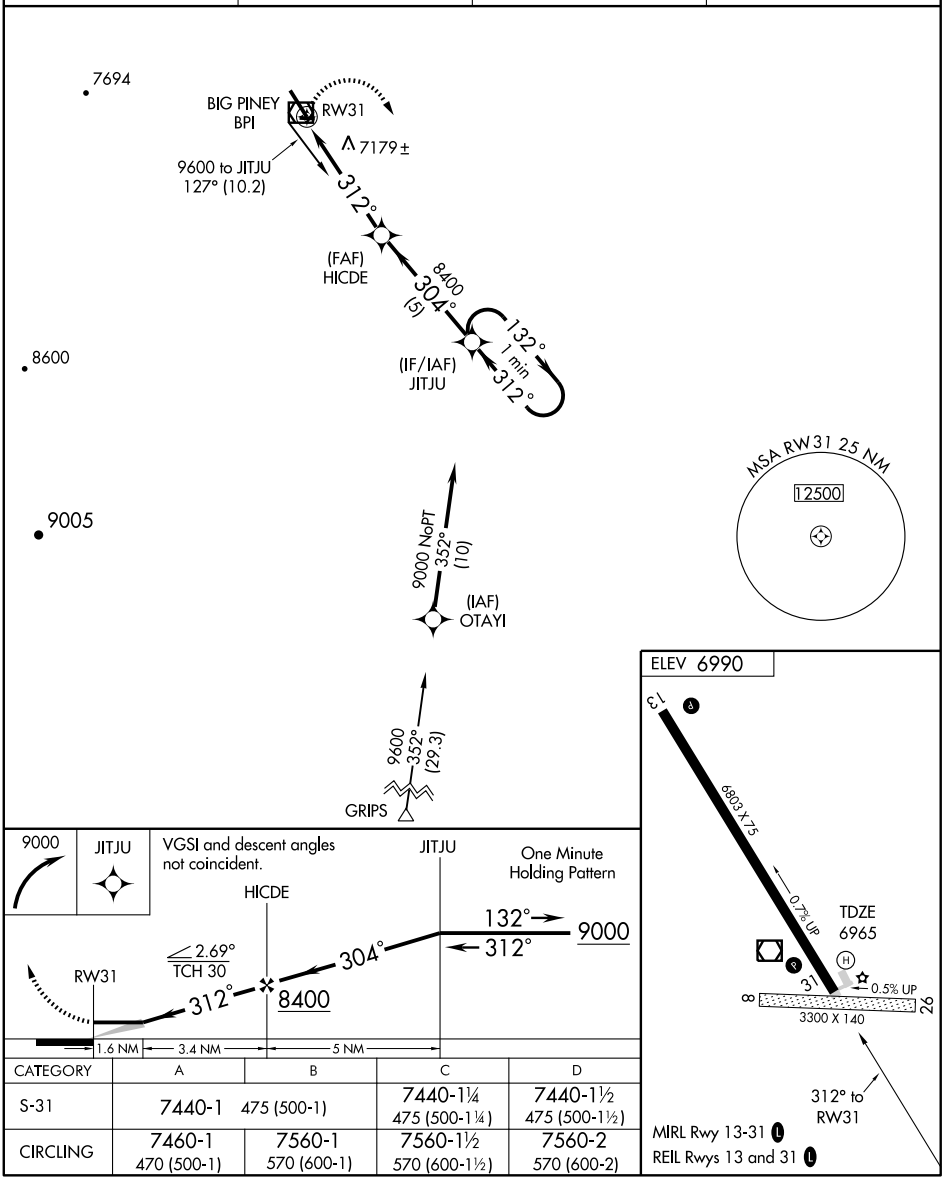
GPS RWY 31

BIG PINEY/ MILEY MEMORIAL FIELD (BPI)

NA

MISSED APPROACH: Climbing right turn to 9000 direct JITJU and hold.

ASOS	CASPER RADIO	UNICOM	
135.225	122.3	122.8 (CTAF)	122.7 L



CATEGORY	A	B	C	D
S-31	7440-1 475 (500-1)		7440-1¼ 475 (500-1¼)	7440-1½ 475 (500-1½)
CIRCLING	7460-1 470 (500-1)	7560-1 570 (600-1)	7560-1½ 570 (600-1½)	7560-2 570 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

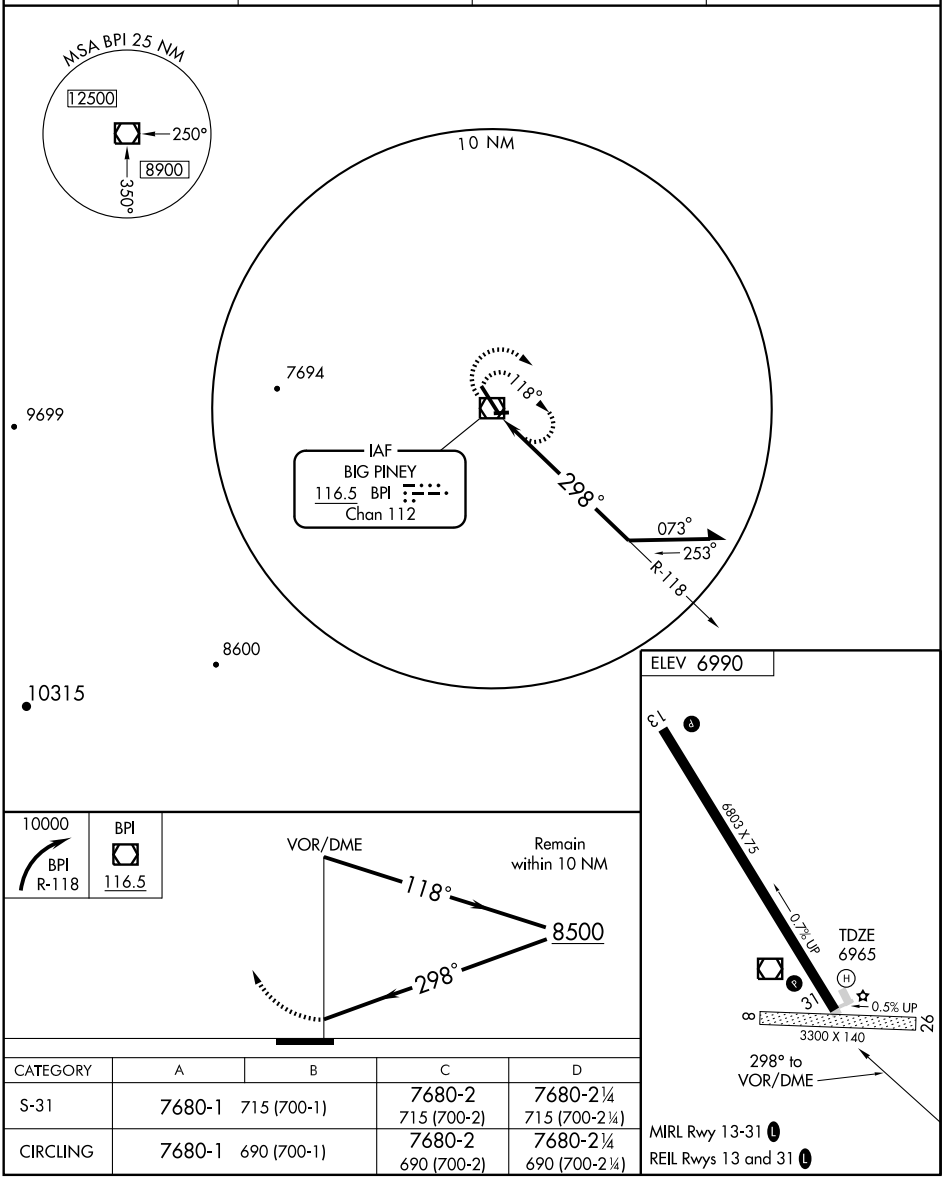
VOR/DME BPI 116.5 Chan 112	APP CRS 298°	Rwy Idg 6803 TDZE 6965 Apt Elev 6990

VOR RWY 31

BIG PINEY/ MILEY MEMORIAL FIELD (BPI)

MISSED APPROACH: Climbing right turn to 10000 on BPI R-118, then return to BPI VOR/DME and hold.

ASOS 135.225	CASPER RADIO 122.3	UNICOM 122.8 (CTAF)	122.7 L

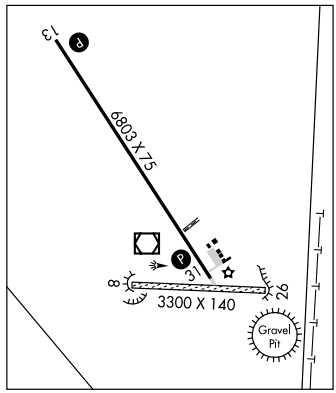


CATEGORY	A	B	C	D
S-31	7680-1	715 (700-1)	7680-2 715 (700-2)	7680-2¼ 715 (700-2¼)
CIRCLING	7680-1	690 (700-1)	7680-2 690 (700-2)	7680-2¼ 690 (700-2¼)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

BIG PINEY

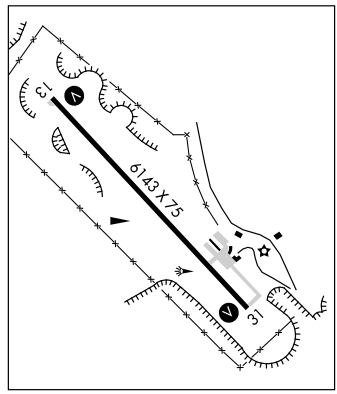
MILEY MEM FLD (BPI) 3 N UTC−7(−6DT) N42°35.11′ W110°06.67′ — SALT LAKE CITY
6990 B S2 **FUEL** 100LL, JET A NOTAM FILE BPI — H–3D, L–11D
RWY 13–31: H6803X75 (ASPH–PFC) S–22, D–33.6 MIRL 0.7% up NW — IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 08–26: 3300X140 (TURF—DIRT) 0.5% up W
RWY 08: Pole.
AIRPORT REMARKS: Attended 1400–0100Z‡. For assistance call 307–276–4299. For FBO svc after hrs call 307–749–1410. Fuel avbl 24 hr. Credit card service. Wildlife on and in vicinity of arpt. Rwy 08–26 no line of sight between rwy ends. 3′ to 5′ snowbanks along rwy and twy edges during winter months. Rwy 31 last 1000′ rollout end of rwy amber and white MIRL. ACTIVATE MIRL Rwy 13–31, PAPI Rwy 13 and Rwy 31, and REIL Rwy 13 and Rwy 31—122.7.
WEATHER DATA SOURCES—ASOS 135.225 (307) 276–9917.
COMMUNICATIONS: CTAF/UNICOM 122.8
BIG PINEY RCO 122.3 (CASPER RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE BPI.
BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77′ W110°06.55′ at fld. 6960/16E.



BOYSEN RESERVOIR N43°27.79′ W108°17.98′ NOTAM FILE CPR. — CHEYENNE
(H) VORW/DME 117.8 BOY Chan 125 132° 14.9 NM to Shoshoni Muni. 7550/16E. — H–3E, L–11E
RCO 122.3 (CASPER RADIO)

BUFFALO

JOHNSON CO (BYG) 3 NW UTC−7(−6DT) N44°22.87′ W106°43.31′ — CHEYENNE
4968 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE BYG — H–1E, 2F, L–13D
RWY 13–31: H6143X75 (ASPH) S–12.5 MIRL 1.1% up NW — IAP
RWY 13: VASI(V2L)—GA 4.0° TCH 36′. Fence.
RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 32′.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Sat 1500–1900Z‡. For fuel after hrs call 307–684–5297. For svc after hrs call 307–684–5297. Terrain drops off both sides of Rwy 13–31. Rwy 31 +250′ drop 170′ left first 417′. Deer on and invof arpt. NSTD markings Rwy 13–31 thld markings of irregular width, spacing and number. NSTD markings Rwy 31 Twy lead in line to Rwy 31 NSTD spearation from centerline. ACTIVATE MIRL Rwy 13–31, VASI Rwy 13 and Rwy 31 and REIL Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 135.425 (307) 684–2558.
COMMUNICATIONS: CTAF/UNICOM 122.8
CRAZY WOMAN RCO 122.025 (CASPER RADIO)
RADIO AIDS TO NAVIGATIONS: NOTAM FILE CPR.
CRAZY WOMAN (H) VORW/DME 117.3 CZI Chan 120 N43°59.98′ W106°26.14′ 319° 26.0 NM to fld. 4798/13E.



CAMP GUERNSEY (See GUERNSEY)

CASPER

CHEYENNE
FSS (CPR) TF 1–800–WX–BRIEF. — L–11E, 12F
RCO 122.4 122.2 (CASPER RADIO)

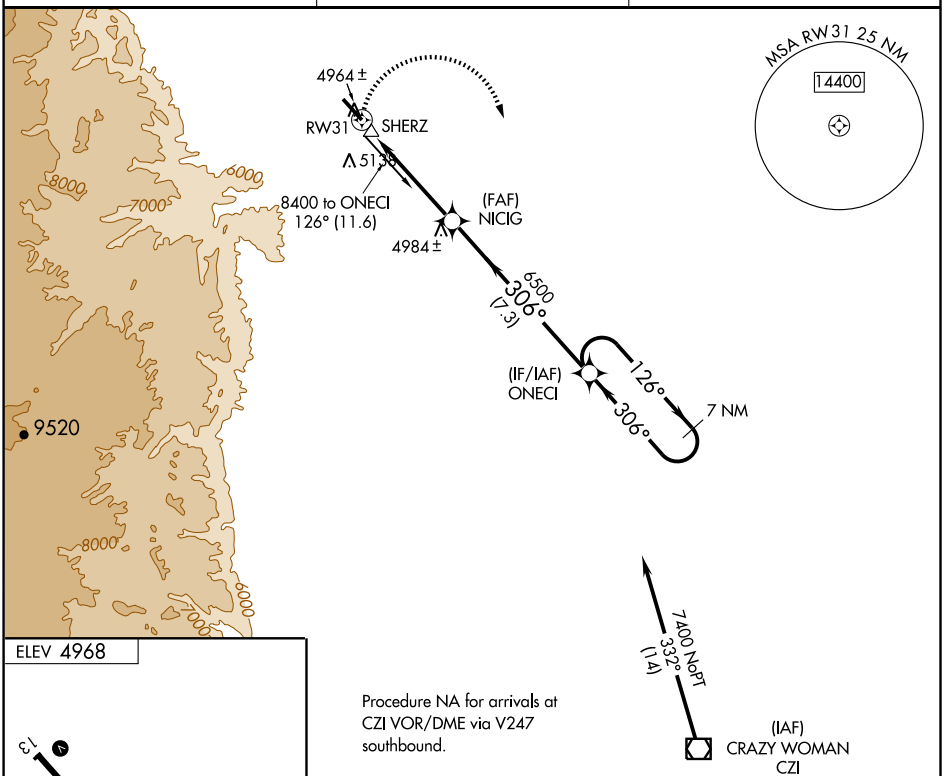
APP CRS	Rwy Idg	6143
306°	TDZE	4937
	Apt Elev	4968

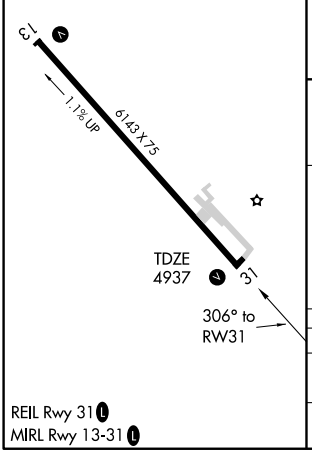
RNAV (GPS) RWY 31
BUFFALO/JOHNSON COUNTY (BYG)

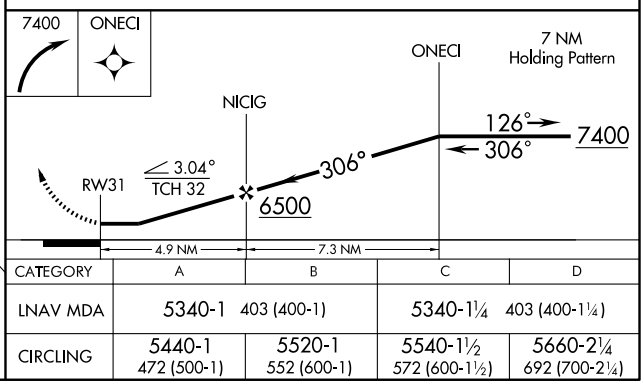
Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet. DME/DME RNP- 0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 7400 direct ONECI and hold.

ASOS	CASPER RADIO	UNICOM
135.425	122.025	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	5340-1 403 (400-1)		5340-1¼ 403 (400-1¼)	
CIRCLING	5440-1 472 (500-1)	5520-1 552 (600-1)	5540-1½ 572 (600-1½)	5660-2¼ 692 (700-2¼)

REIL Rwy 31 L
MIRL Rwy 13-31 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME CZI 117.3 Chan 120	APP CRS 319°	Rwy Idg 6143 TDZE 4937 Apt Elev 4968

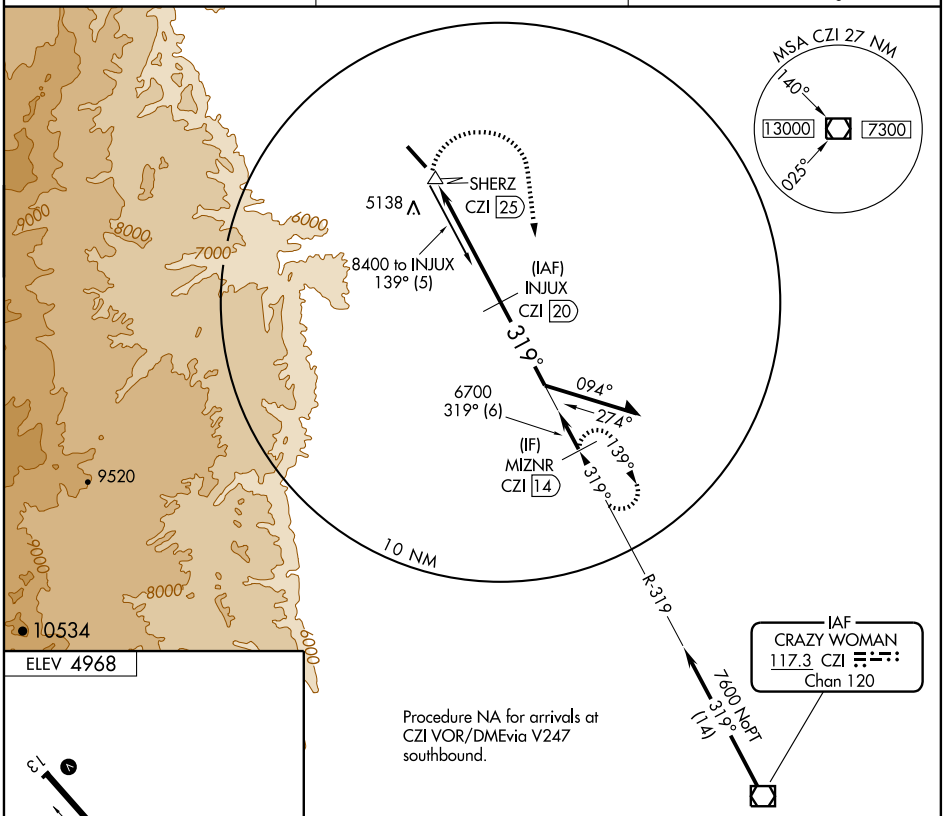
VOR/DME RWY 31

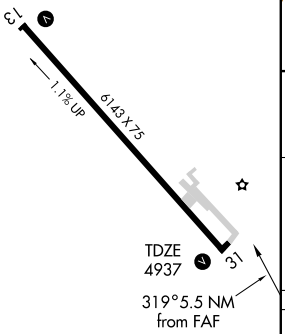
BUFFALO/JOHNSON COUNTY (BYG)

Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climbing right turn to 7600 via heading 160° and CZI VOR/DME R-319 to MIZNR/14 DME and hold.

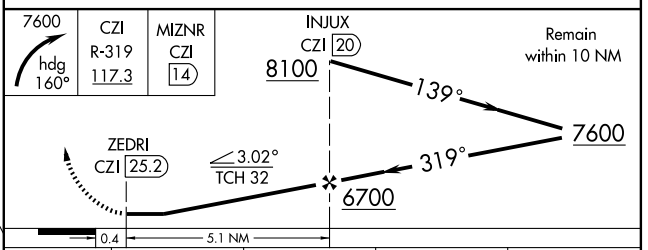
ASOS	CASPER RADIO	UNICOM
135.425	122.025	122.8 (CTAF) L





REIL Rwy 31 L
MIRL Rwy 13-31 L

7600 hdg 160°	CZI R-319 117.3	MIZNR CZI 14



CATEGORY	A	B	C	D
S-31	5680-1 743 (800-1)	5680-1¼ 743 (800-1¼)	5680-2¼ 743 (800-2¼)	5680-2½ 743 (800-2½)
CIRCLING	5680-1 712 (800-1)	5680-1¼ 712 (800-1¼)	5680-2¼ 712 (800-2¼)	5680-2½ 712 (800-2½)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

ATIS
126.15
CASPER TOWER★
118.3 257.8
GND CON
121.9
CLNC DEL
121.9 257.8

D

FIELD ELEV 5350

ELEV 5350

17

12

123.7°

168.7°

VAR 10.2° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

42° 55′N

6489 X 60

0.4% UP

303.7°

213.7°

ELEV 5326

21

A7

A

ELEV 5344

7211 X 60

0.4% UP

ELEV 5324

26

8

C1

078.7°

C

8679 X 150

258.7°

A6

C2

ELEV 5327

30

B

10,165 X 150

A

C

0.3% UP

348.7°

A5

A4

HANGARS

TWR 5397

42° 54′N

ELEV 5328

35

A

FIRE STATION

TERMINAL

A3

033.7°

ELEV 5324

3

A2

A1

A

RWY 03-21
S-130, D-170, 2S-175, 2D-270
RWY 08-26
S-85, D-140, 2S-175, 2D-260
RWY 12-30
S-12.5, 2S-175
RWY 17-35
S-85, D-140, 2S-175, 2D-260

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

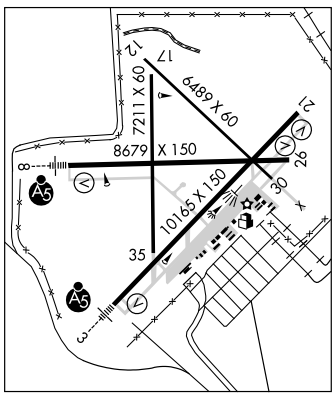
106° 28′W

106° 27′W

CASPER

CASPER/NATRONA CO INTL (CPR) 7 NW UTC−7(−6DT) N42°54.48′ W106°27.87′ **CHEYENNE**
5350 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index B **H–3E, 5A, L–11E, 12F**
NOTAM FILE CPR **IAP, AD**

RWY 03–21: H10165X150 (ASPH–GRVD) S–130, D–170, 2S–175, 2D–270 HIRL
RWY 03: MALSR. VASI(V4R)—GA 3.0° TCH 53′.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 56′.
RWY 08–26: H8679X150 (ASPH–GRVD) S–85, D–140, 2S–175, 2D–260 HIRL
RWY 08: MALSR. VASI(V4R)—GA 3.0° TCH 104′.
RWY 26: REIL. VASI(V4R)—GA 3.0° TCH 43′. 0.4% up.
RWY 17–35: H7211X60 (ASPH–PFC) S–85, D–140, 2S–175, 2D–260 0.3% up N
RWY 12–30: H6489X60 (ASPH–PFC) S–12.5, 2S–175 0.4% up NW



RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–10165 TODA–10165 ASDA–10165 LDA–10165
RWY 08: TORA–8679 TODA–8679 ASDA–8679 LDA–8679
RWY 21: TORA–10165 TODA–10165 ASDA–10165 LDA–10165
RWY 26: TORA–8679 TODA–8679 ASDA–8679 LDA–8679

AIRPORT REMARKS: Attended continuously. Emergency power available Rwy 08–26 and Rwy 03–21. Rwy 08–26 and Rwy 03–21 have lighted distance remaining signs. Rwy 12–30 CLOSED indef. Rwy 17–35 CLOSED indef. Rwy 03 touchdown rwy visual range avbl. Rwy 08 touchdown rwy visual range avbl. 225′ crane 1 NM northwest of arpt. When twr clsd ACTIVATE HIRL Rwy 03–21 and Rwy 08–26, MALSR Rwy 03 and Rwy 08 and twy lights—CTAF. US customs user fee arpt. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (307) 265–4461. LAWRS (1200–0400Z‡).
COMMUNICATIONS: CTAF 118.3 **ATIS** 126.15 **UNICOM** 122.95
CASPER RCO 122.4 122.2 (CASPER RADIO)
Ⓡ **CASPER APP/DEP CON** 120.65 119.0 (1200–0400Z‡)
Ⓡ **DENVER CENTER APP/DEP CON** 135.6 (0400–1200Z‡)
CASPER TOWER 118.3 (1200–0400Z‡) **GND CON** 121.9 **CLNC DEL** 121.9
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
MUDDY MOUNTAIN (H) VORTACW 116.2 DDY Chan 109 N43°05.45′ W106°16.62′ 205° 13.7 NM to fld. 5863/12E.
JOHNO NDB (LOM) 375 CP N42°54.43′ W106°34.20′ 077° 4.7 NM to fld.
ILS 111.3 I–SYD Rwy 03. Class IT.
ILS 110.3 I–CPR Rwy 08. Class IE. LOM JOHNO NDB. Glide slope unusable above 7100′.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr. For clearance req and delivery when twr is clsd ctc Casper Radio on 118.3. Ctc Casper Radio for arpt advisory service on 118.3 when twr is clsd.

HARFORD FLD (HAD) 5 N UTC−7(−6DT) N42°55.46′ W106°18.57′ **CHEYENNE**
5370 **FUEL** 100LL NOTAM FILE CPR
RWY 07–25: 3810X30 (DIRT)
RWY 07: Building.
AIRPORT REMARKS: Unattended. For fuel call arpt manager 307–234–6161. Antelope on and in the vicinity of arpt. Rwy 07 +18′ building, 255′ from rwy end, 60′ left, obstruction slope 18:1. Rwy 07–25 first 270′ of rwy from thld can be muddy with standing water after rain. Abandoned arpt 1.5 miles W.
COMMUNICATIONS: CTAF 122.9

CASPER/NATRONA CO INTL (See CASPER)

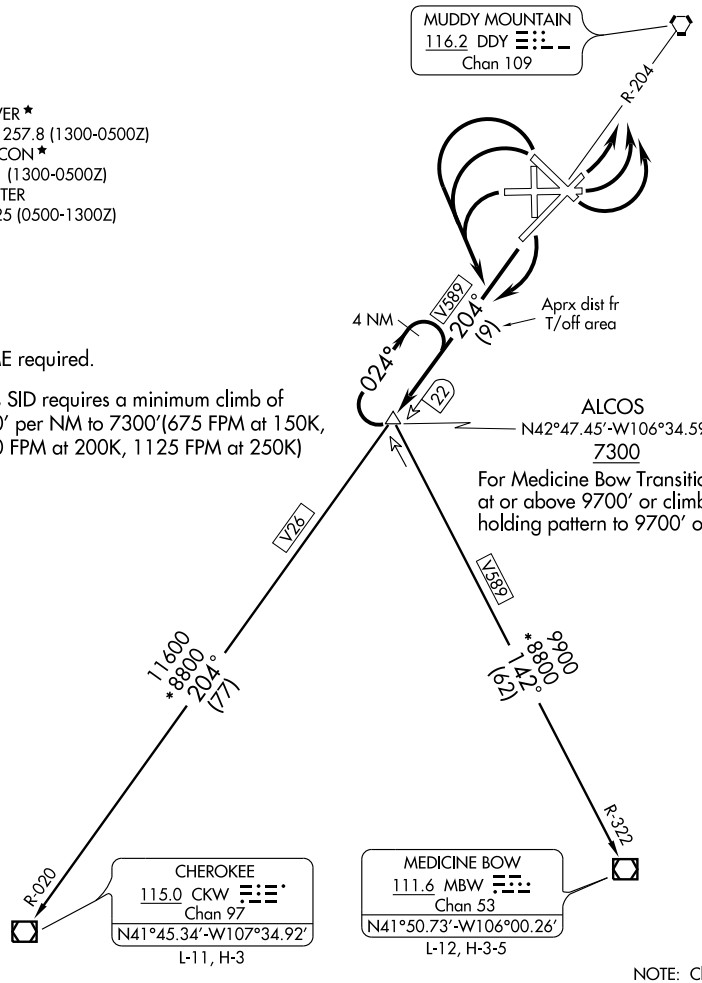
CHEROKEE N41°45.34′ W107°34.92′ NOTAM FILE CPR. **CHEYENNE**
(H) VORW/DME 115.0 CKW Chan 97 065° 17.4 NM to Rawlins Muni. 7050/15E. **H–3E, L–11E**
RCO 122.4 (CASPER RADIO)

ALCOS THREE DEPARTURE

SL-72 (FAA)

CASPER/NATRONA COUNTY INTL (CPR)
CASPER, WYOMING

ATIS 126.15
CLNC DEL
121.9 257.8
GND CON
121.9 257.8
CASPER TOWER ★
118.3 (CTAF) 257.8 (1300-0500Z)
CASPER DEP CON ★
120.65 354.1 (1300-0500Z)
DENVER CENTER
135.6 363.025 (0500-1300Z)



NOTE: DME required.

NOTE: This SID requires a minimum climb of 270' per NM to 7300'(675 FPM at 150K, 900 FPM at 200K, 1125 FPM at 250K)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

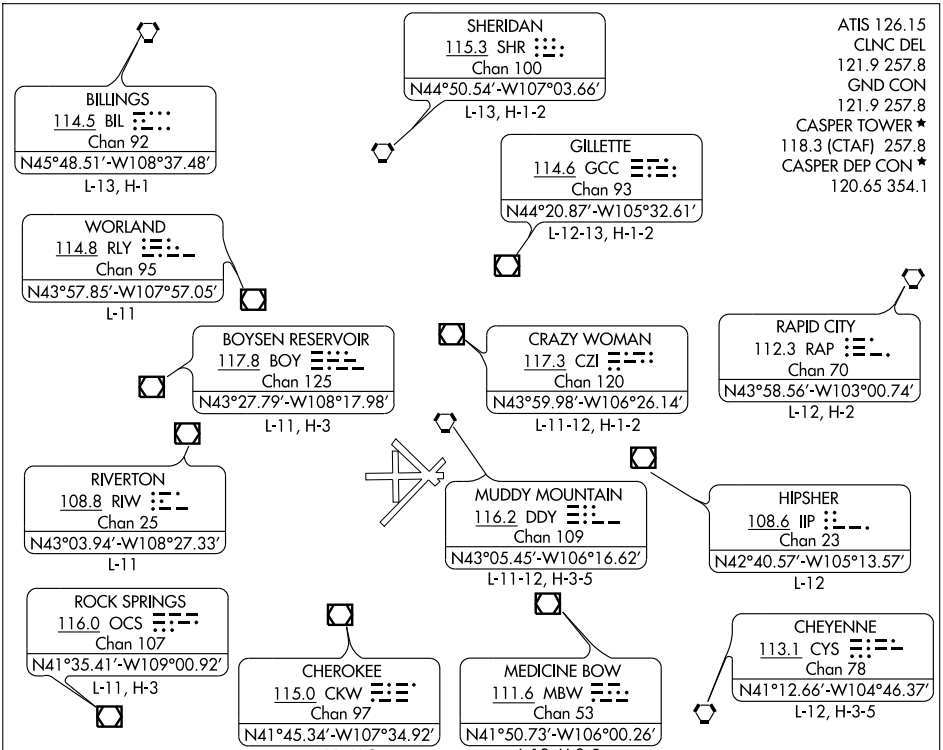
TAKE-OFF RUNWAY 17: Turn right, thence. . . .

ALL OTHER RUNWAYS: Turn left, thence. . . .

. . . .climb via DDY R-204 to cross ALCOS INT at or above 7300', then via (transition) or (assigned route).

CHEROKEE TRANSITION (ALCOS3.CKW): Via DDY R-204 and V26 to CKW VOR/DME.

MEDICINE BOW TRANSITION (ALCOS3.MBW): Via MBW R-322 to MBW VOR/DME. Cross ALCOS INT at or above 9700' or climb in holding pattern to 9700' or above.



TAKE-OFF MINIMUMS
Rwy 12, 17, 30, 35, NA- Environmental.
Rwy 3, 8, 26, Standard.
Rwy 21, Standard with a minimum climb of 235 feet per NM to 6700.

NOTE: RADAR required.

NOTE: Chart not to scale.

NW-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb on a heading between 212° CW 094° from DER as assigned by ATC thence . . .
TAKE-OFF RUNWAY 8: Climb on a heading between 257° CW 094° from DER as assigned by ATC thence . . .
TAKE-OFF RUNWAY 21: Climb on a heading between 195° CW 032° from DER as assigned by ATC thence . . .
TAKE-OFF RUNWAY 26: Climb on a heading between 190° CW 077° from DER as assigned by ATC thence . . .

. . . Maintain 14000' or assigned lower altitude. Expect RADAR vectors to filed/assigned fix/route. Expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS
If no transmissions are received for one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DDY VORTAC, then via assigned route. Runways 3 and 8 turn left to DDY VORTAC, runways 21 and 26 turn right to DDY VORTAC.

LOC I-SYD	APP CRS	Rwy Idg	10165
111.3	032°	TDZE	5328
		Apt Elev	5350

ILS or LOC RWY 3

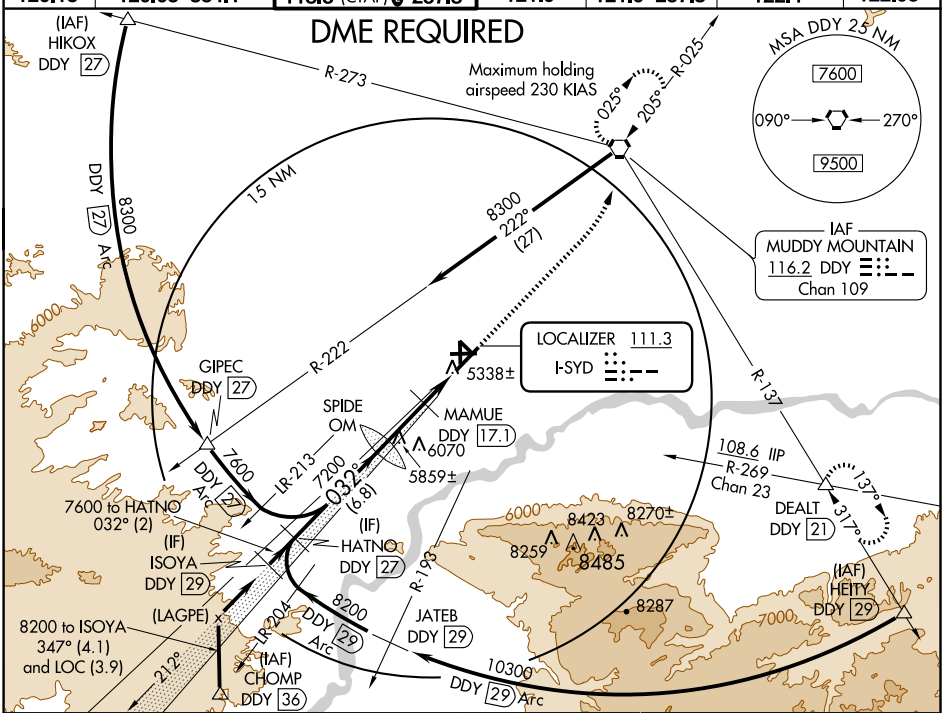
CASPER/NATRONA COUNTY INTL (CPR)

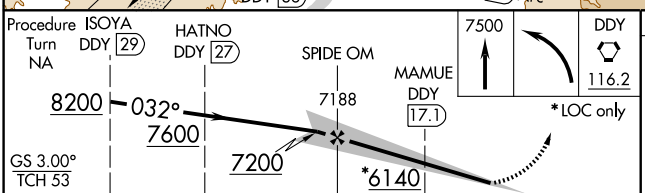
For inoperative MALSR, increase S-ILS-3 Cat E visibility to RVR 4000, S-LOC-3 Cat E visibility to 3. MAMUE FIX MINIMUMS: For inoperative MALSR, increase S-LOC-3 Cats D and E visibility to 1. DME from DDY VORTAC, simultaneous reception of I-SYD and DDY DME required. # RVR 1800 authorized with the use of FD or AP or HUD to DA.

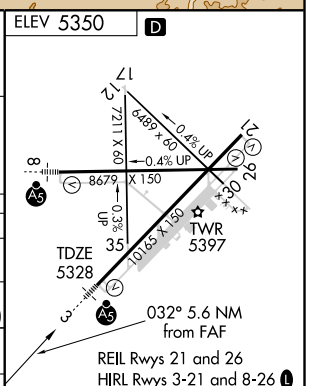
MALSR

MISSED APPROACH: Climb to 7500 then left turn direct DDY VORTAC and hold. (TACAN aircraft continue climb to 12000 via DDY VORTAC R-137 to DEALT/DDY 21 DME and hold SE, right turn, 317° inbound).

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95







CATEGORY	A	B	C	D	E
S-ILS 3	# 5528/24 200 (200-½)				5528/24 200 (200-½)
S-LOC 3	6140/24 812 (800-½)	6140/40 812 (800-¾)	6140-2 812 (800-2)	6140-2¼ 812 (800-2¼)	6140-2½ 812 (800-2½)
CIRCLING	6140-1 790 (800-1)	6140-1¼ 790 (800-1¼)	6140-2½ 790 (800-2½)	6140-2¾ 790 (800-2¾)	6220-3 870 (900-3)
MAMUE FIX MINIMUMS					
S-LOC 3	5600/24 272 (300-½)			5600/40 272 (300-¾)	
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)	6220-3 870 (900-3)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC I-CPR	APP CRS	Rwy Idg	8679
110.3	077°	TDZE	5344
		Apt Elev	5350

ILS or LOC RWY 8

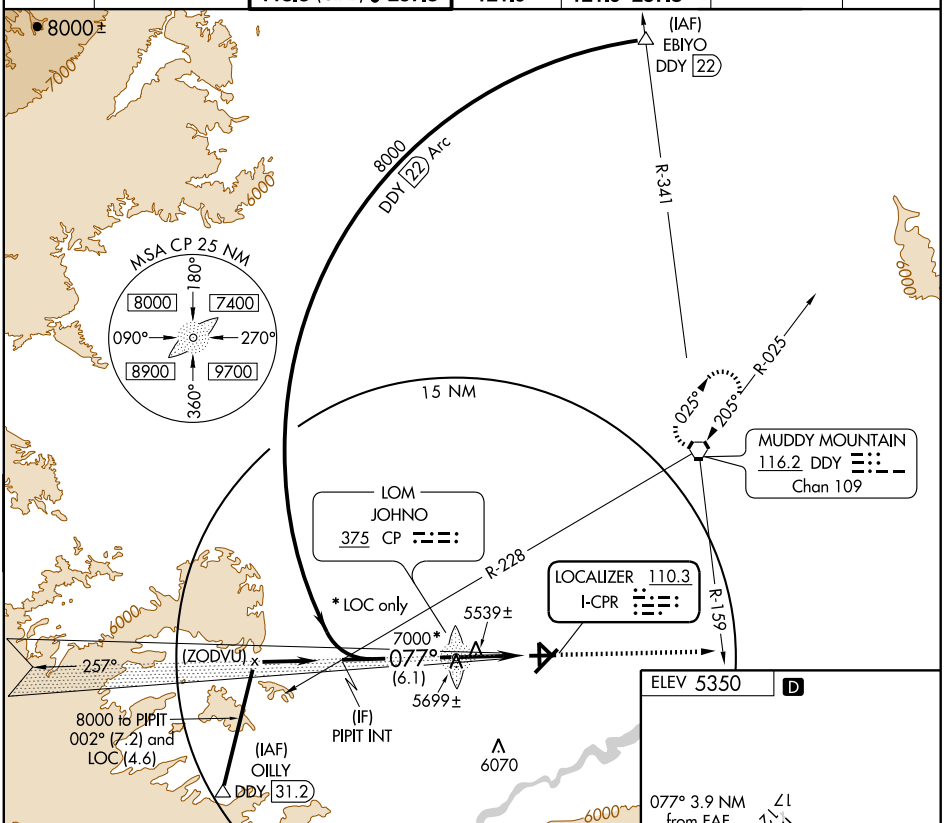
CASPER/NATRONA COUNTY INTL (CPR)

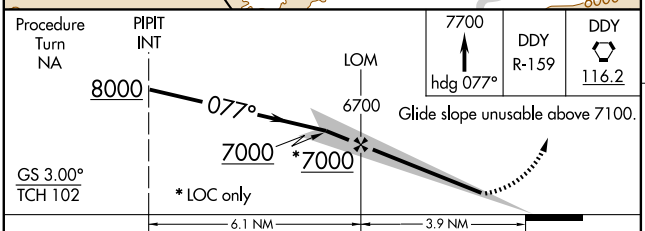
Inoperative table does not apply to S-ILS 8.

MALSR

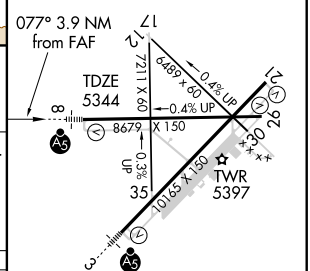
MISSED APPROACH: Climb to 7700 via heading 077° and DDY VORTAC R-159 to DDY VORTAC and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95





CATEGORY	A	B	C	D
S-ILS 8	5644/40 300 (300-¾)			NA
S-LOC 8	5800/24 456 (500-½)		5800/40 456 (500-¾)	NA
CIRCLING	5800-1 450 (500-1)		5800-1½ 450 (500-1½)	NA



REIL Rwys 21 and 26
HIRL Rwys 3-21 and 8-26 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 73006 W03A	APP CRS 032°	Rwy Idg 10165 TDZE 5328 Apt Elev 5350

RNAV (GPS) RWY 3

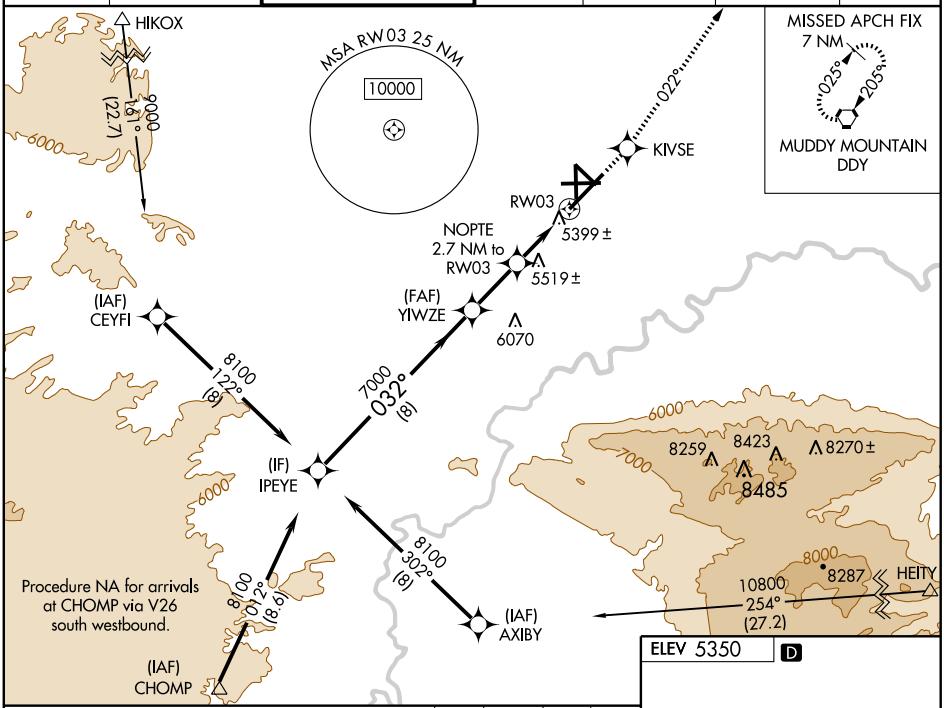
CASPER/NATRONA COUNTY INTL (CPR)

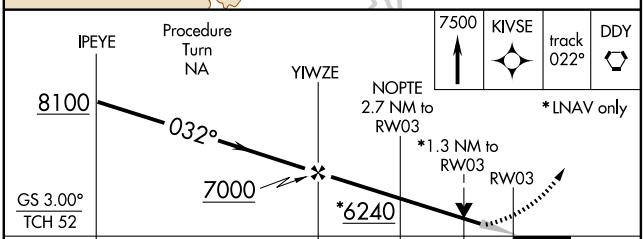
For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

MALSR

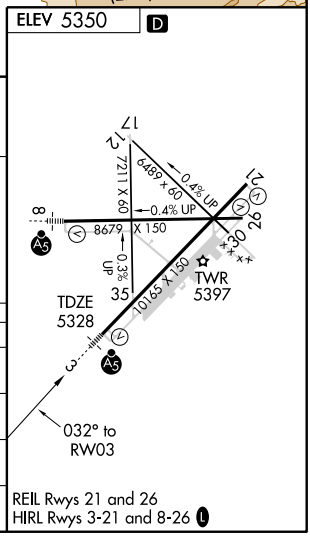
MISSED APPROACH: Climb to 7500 direct KIVSE and via track 022° to DDY VORTAC and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95





CATEGORY	A	B	C	D
LPV DA	5643/24 315 (300-½)			
LNAV/VNAV DA	5691/40 363 (400-¾)			
LNAV MDA	5780/24 452 (500-½)		5780/40 452 (500-¾)	5780/50 452 (500-1)
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)



REIL Rwys 21 and 26
HIRL Rwys 3-21 and 8-26 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 86306 W08A	APP CRS 077°	Rwy Idg 8679 TDZE 5344 Apt Elev 5350

RNAV (GPS) RWY 8

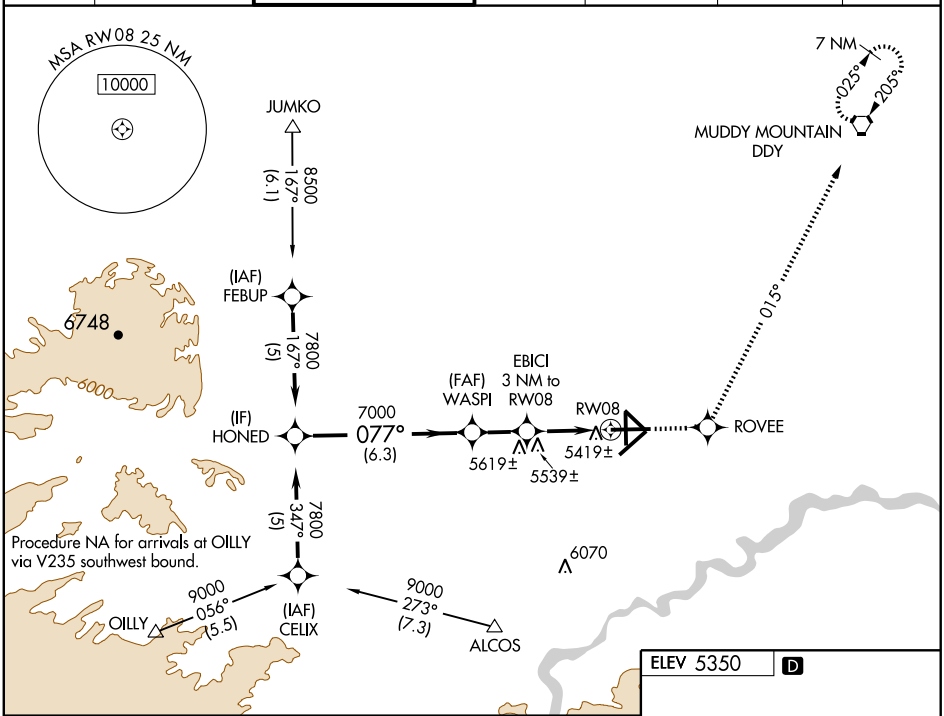
CASPER/NATRONA COUNTY INTL (CPR)

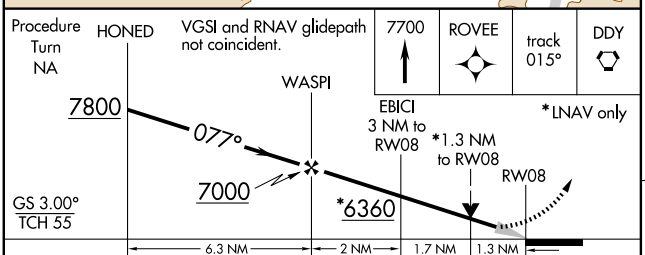
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

MALSR

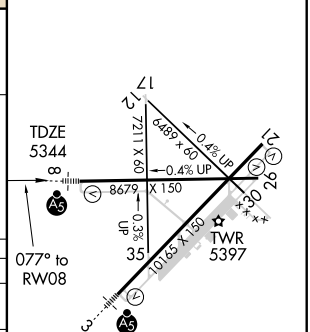
MISSED APPROACH: Climb to 7700 direct ROVEE and via track 015° to DDY VORTAC and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95





CATEGORY	A	B	C	D
LPV DA	5594/24 250 (300-½)			
LNAV/VNAV DA	5689/40 345 (400-¾)			
LNAV MDA	5800/24 456 (500-½)		5800/40 456 (500-¾)	5800/50 456 (500-1)
CIRCLING	5800-1 450 (500-1)		5800-1½ 450 (500-1½)	5900-2 550 (600-2)



REIL Rwys 21 and 26
HIRL Rwys 3-21 and 8-26 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 63012 W21A	APP CRS 212°	Rwy Idg 10165 TDZE 5330 Apt Elev 5350

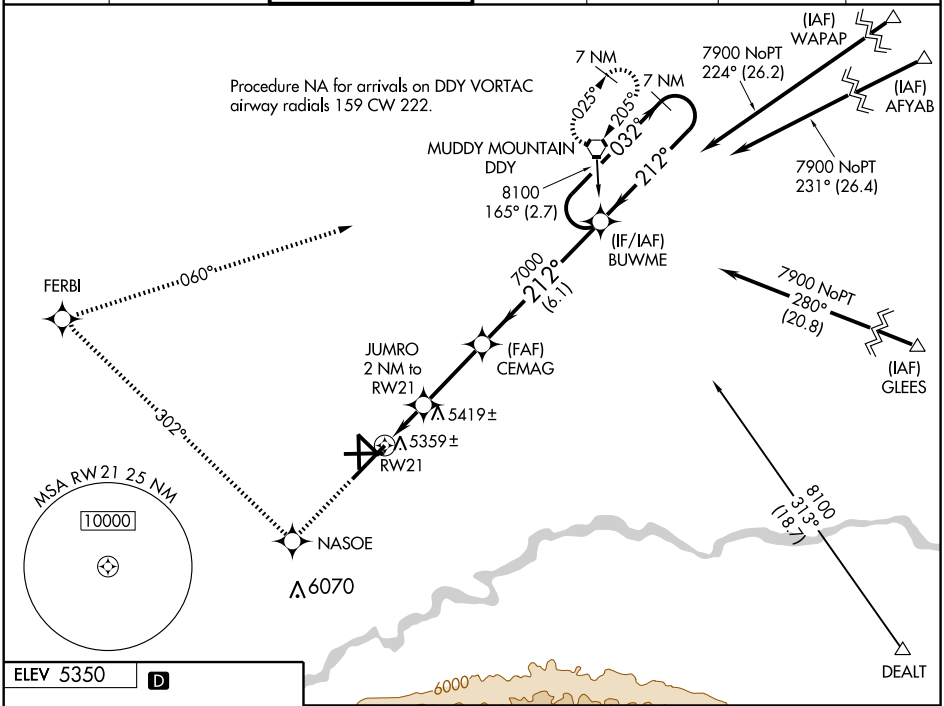
RNAV (GPS) RWY 21

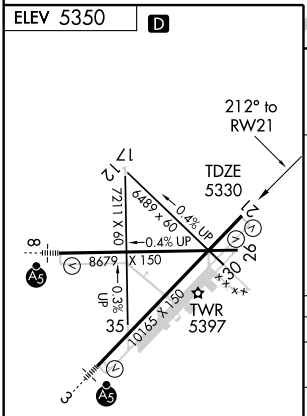
CASPER/NATRONA COUNTY INTL (CPR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

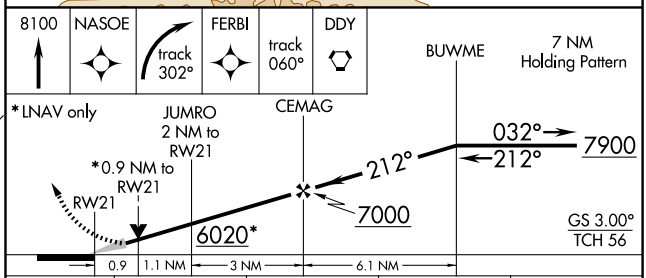
MISSED APPROACH: Climb to 8100 direct NASOE and right turn via track 302° to FERBI and via track 060° to DDY VORTAC and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95





REIL Rwys 21 and 26
HIRL Rwys 3-21 and 8-26 L



CATEGORY	A	B	C	D
LPV DA	5580-¾ 250 (300-¾)			
LNAV/VNAV DA	5629-1 299 (300-1)			
LNAV MDA	5680-1 350 (400-1)			5680-1¼ 350 (400-1¼)
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8679
CH 78112	257°	TDZE	5335
W26A		Apt Elev	5350

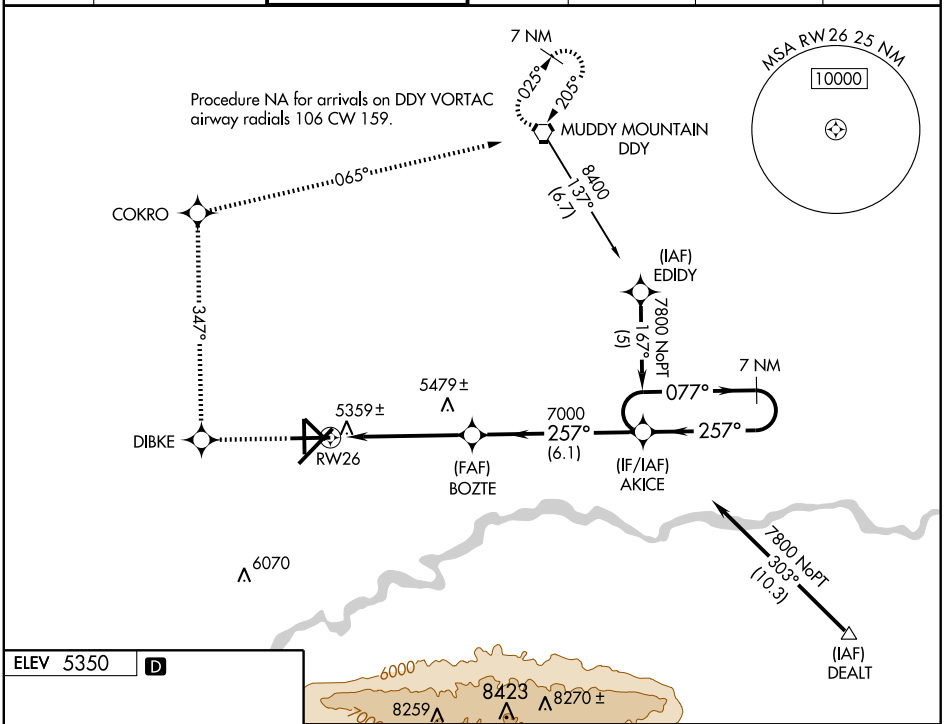
RNAV (GPS) RWY 26

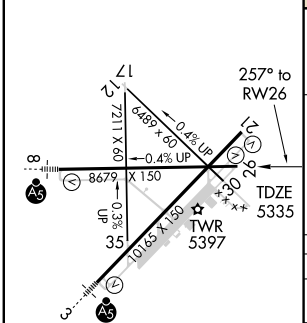
CASPER/NATRONA COUNTY INTL (CPR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

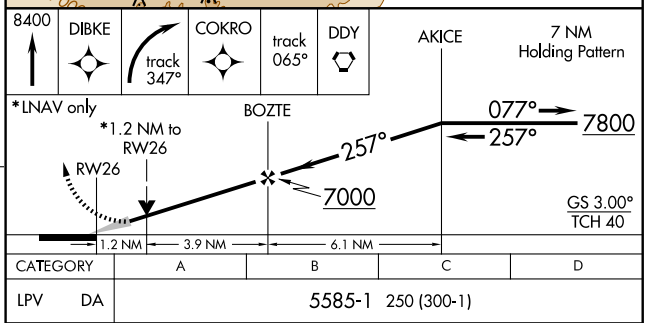
MISSED APPROACH: Climb to 8400 direct DIBKE and right turn via track 347° to COKRO and via track 065° to DDY VORTAC and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95





REIL Rwys 21 and 26
HIRL Rwys 3-21 and 8-26 L



CATEGORY	A	B	C	D
LPV DA	5585-1 250 (300-1)			
LNAV/VNAV DA	5629-1 294 (300-1)			
LNAV MDA	5740-1 405 (400-1)		5740-1¼ 405 (400-1¼)	
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

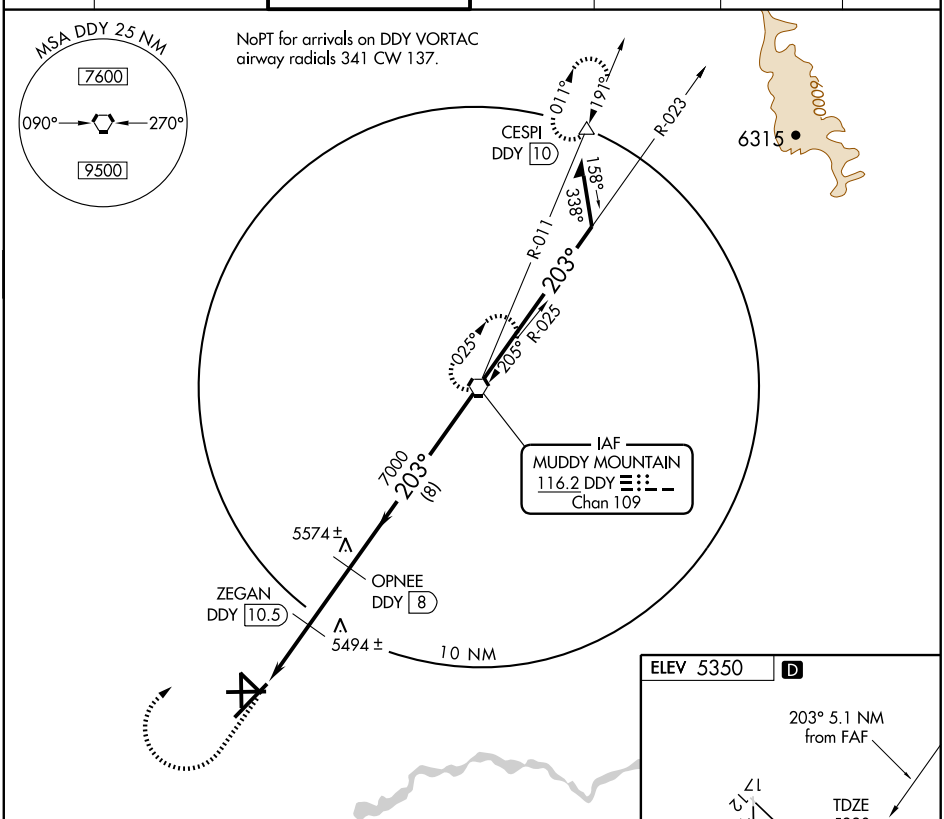
VORTAC DDY 116.2 Chan 109	APP CRS 203°	Rwy Idg 10165 TDZE 5330 Apt Elev 5350

VOR/DME or TACAN RWY 21

CASPER/NATRONA COUNTY INTL (CPR)

MISSED APPROACH: Climb to 5800, then climbing right turn to 7600 direct DDY VORTAC and hold (TACAN aircraft continue climb to 8000 via DDY VORTAC R-011 to CESPI/10 DME and Hold N, RT, 191° inbound).

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95



CATEGORY	A	B	C	D
S-21	5680-1 350 (400-1)			5680-1¼ 350 (400-1¼)
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)

REIL Rwys 21 and 26
HIRL Rwys 3-21 and 8-26 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC DDY	APP CRS	Rwy Idg	10165
116.2	024°	TDZE	5328
Chan 109		Apt Elev	5350

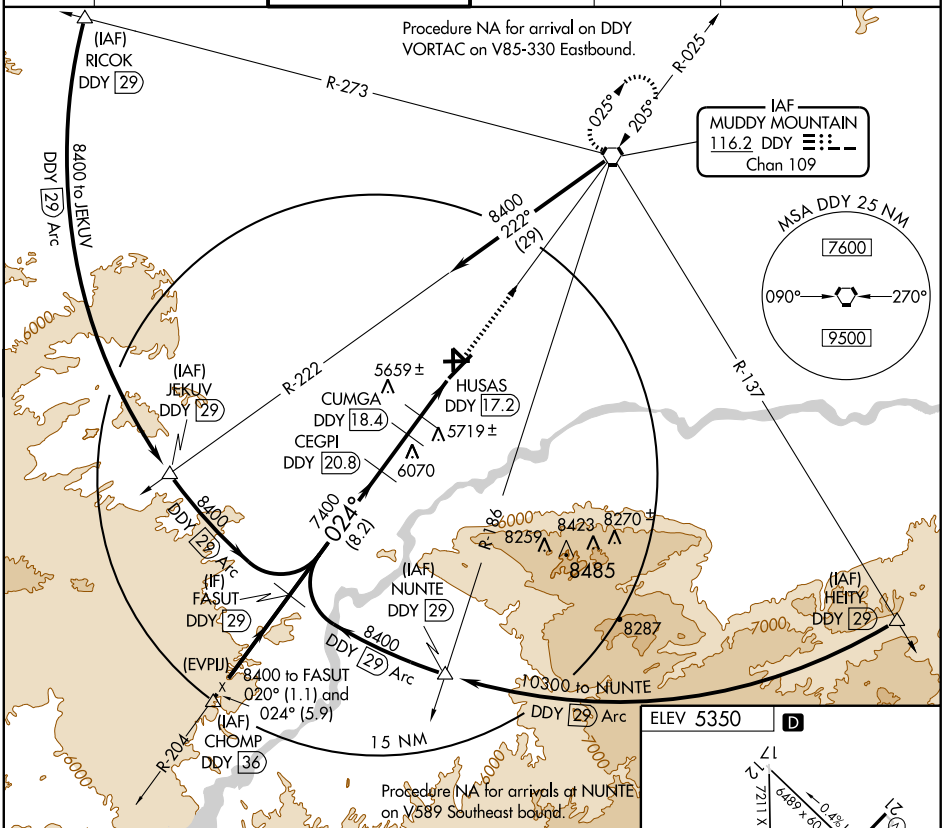
VOR/DME RWY 3

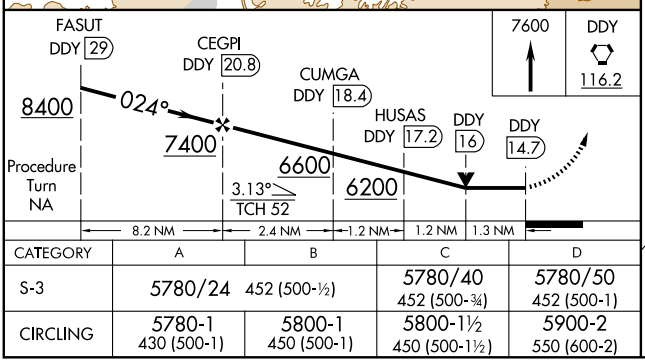
CASPER/NATRONA COUNTY INTL (CPR)

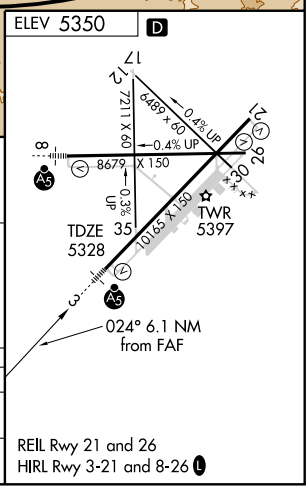
MALSR

MISSED APPROACH: Climb to 7600 direct DDY VORTAC and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95







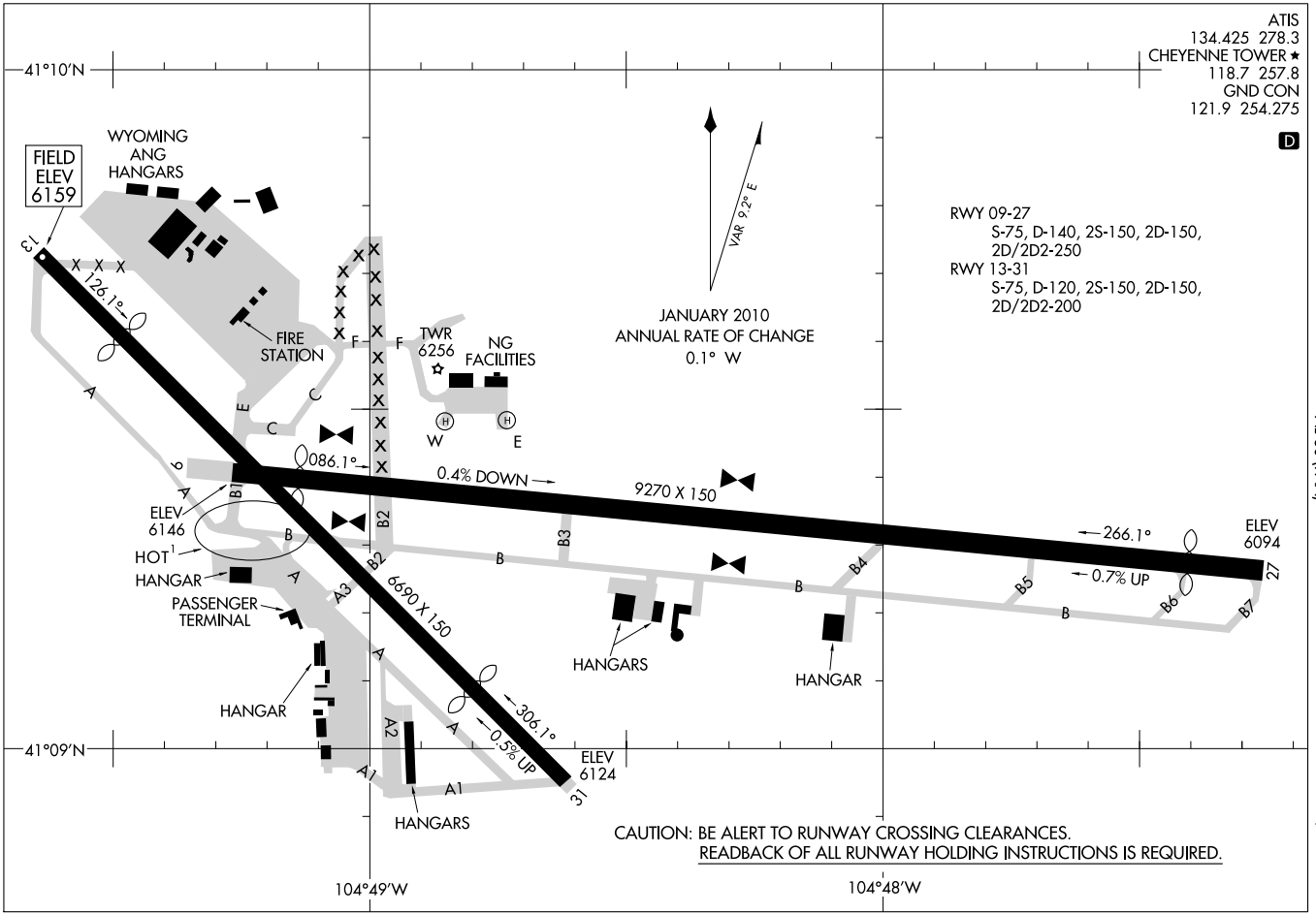
CATEGORY	A	B	C	D
S-3	5780/24 452 (500-½)		5780/40 452 (500-¾)	5780/50 452 (500-1)
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)

REIL Rwy 21 and 26
HIRL Rwy 3-21 and 8-26 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

CHEYENNE, WYOMING
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)



AIRPORT DIAGRAM

10210

AL-80 (FAA)

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)
CHEYENNE, WYOMING

CHEYENNE RGNL/JERRY OLSON FLD (CYS) 1 N UTC−7(−6DT) N41°09.34′ W104°48.63′ **CHEYENNE**
6159 B S4 **FUEL** 100LL, JET A, A1 OX 1, 3 Class II, ARFF Index A **H–3E, 5A, L–12F**
NOTAM FILE CYS **IAP, AD**

RWY 09–27: H9270X150 (CONC–GRVD) S–75, D–140, 2S–150, 2D–150, 2D/2D2–250 HIRL

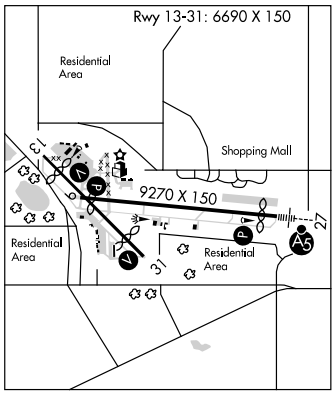
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 610′. Tree. 0.4% down.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 675′. 0.7% up.

RWY 13–31: H6690X150 (ASPH–PFC) S–75, D–120, 2S–150, 2D–150, 2D/2D2–200 MIRL 0.5% up NW

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 30′. Thld dsplcd 1060′. Fence.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 30′. Thld dsplcd 1160′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 09:	TORA–9270	TODA–9270	ASDA–8595	LDA–7985
RWY 13:	TORA–6690	TODA–6690	ASDA–5529	LDA–4469
RWY 27:	TORA–9270	TODA–9270	ASDA–8660	LDA–7985
RWY 31:	TORA–6690	TODA–6690	ASDA–5629	LDA–4469

AIRPORT REMARKS: Attended 1300–0500Z‡. After hrs fuel call 307–634–4417. Bird activity invof arpt. Heavy copter tfc 2 NM SW of arpt surface to 1000′ AGL during dalgt weekdays. Pilots should avoid F.E. Warren AFHP at all times. Taxiways C, E, F, A1 and A2 are non–movement areas. Twy C CLOSED North of Twy F, Twy D and Twy G CLOSED indef. Twy C and Twy E hold short lines are for all rwys. Rwy 27 touchdown runway visual range avbl. Rwy condition report avbl on req from tower 1300–0500Z‡ 30 minute prior notice required. ACTIVATE HIRL Rwy 09–27, MIRL Rwy 13–31, PAPI Rwy 09 and Rwy 27, VASI Rwy 13 and Rwy 31, REIL Rwy 09, Rwy 13 and Rwy 31 and MALSR Rwy 27—CTAF.

WEATHER DATA SOURCES: ASOS (307) 632–7680. SAWRS.

COMMUNICATIONS: CTAF 118.7 **ATIS** 134.425 **UNICOM** 122.95
RCO 122.3 (CASPER RADIO)
Ⓡ **APP/DEP CON** 124.55 (1300–0500Z‡) Ⓡ **DENVER CENTER APP/DEP CON** 125.9 (0500–1300Z‡)
TOWER 118.7 (1300–0500Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CYS.

(H) VORTACW 113.1 CYS Chan 78 N41°12.66′ W104°46.37′ 194° 3.7 NM to fld. 6211/13E.

HORSE NDB (LOM) 353 CY N41°08.80′ W104°40.73′ 263° 6.0 NM to fld. Horse LOM unmonitored when tower closed.

ILS 110.1 I–CYS Rwy 27. Class IB. LOM HORSE NDB. Horse LOM unmonitored when tower closed.

ASR/PAR (Mon–Fri 1500–2300Z‡.

CODY N44°37.23′ W108°57.90′ NOTAM FILE COD. **GREAT FALLS**
(L) VORW/DME 111.8 COD Chan 55 189° 6.5 NM to Yellowstone Rgnl. 4794/14E. **L–13D**
VOR portion unusable:
043°–113° byd 10 NM below 9,500′.
DME unusable:
043°–113° byd 10 NM blo 9,500′ 138°–183° byd 32 NM blo 11,000′
113°–138° byd 22 NM blo 10,000′ 183°–343° byd 30 NM blo 17,000′
RCO 122.3 (CASPER RADIO)

LOC I-CYS	APP CRS	Rwy Idg	7985
110.1	265°	TDZE	6121
		Apt Elev	6160

ILS or LOC RWY 27

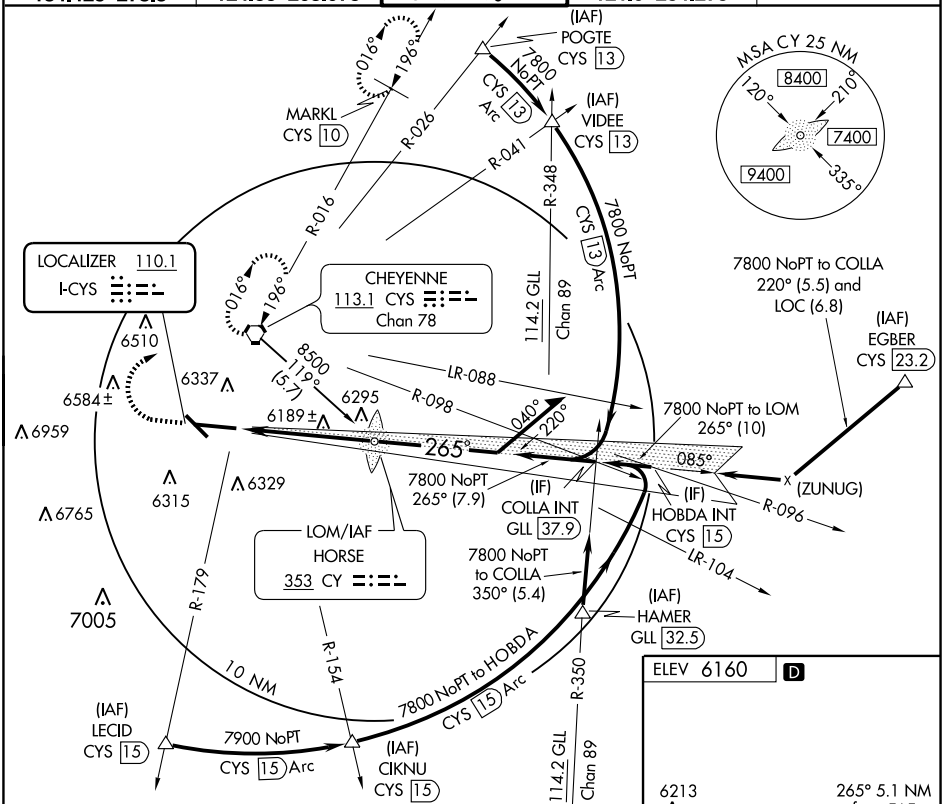
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

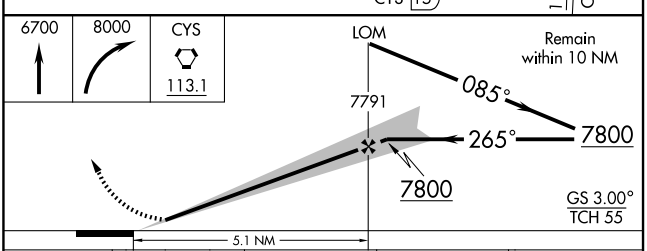
T A ASR/PAR — For inoperative MALSR, increase S-LOC 27 Cat D visibility to RVR 5000. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

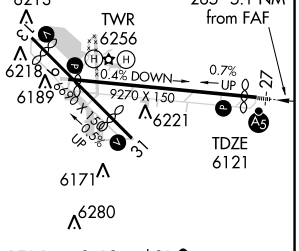
MALSR

MISSED APPROACH: Climb to 6700, then climbing right turn to 8000 direct CYS VORTAC and hold. (TACAN aircraft continue via CYS R-016 to MARKL/10 DME and hold N, RT, 196° inbound.)

ATIS	CHEYENNE APP CON	CHEYENNE TOWER *	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95







REIL Rwys 9, 13 and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-ILS 27		*6321/24 200 (200-½)		
S-LOC 27	6440/24 319 (300-½)			6440/40 319 (300-¾)
CIRCLING	6660-1 500 (500-1)		6660-1½ 500 (500-1½)	6720-2 560 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOM CY	APP CRS	Rwy Idg	7985
353	265°	TDZE	6121
		Apt Elev	6156

NDB RWY 27

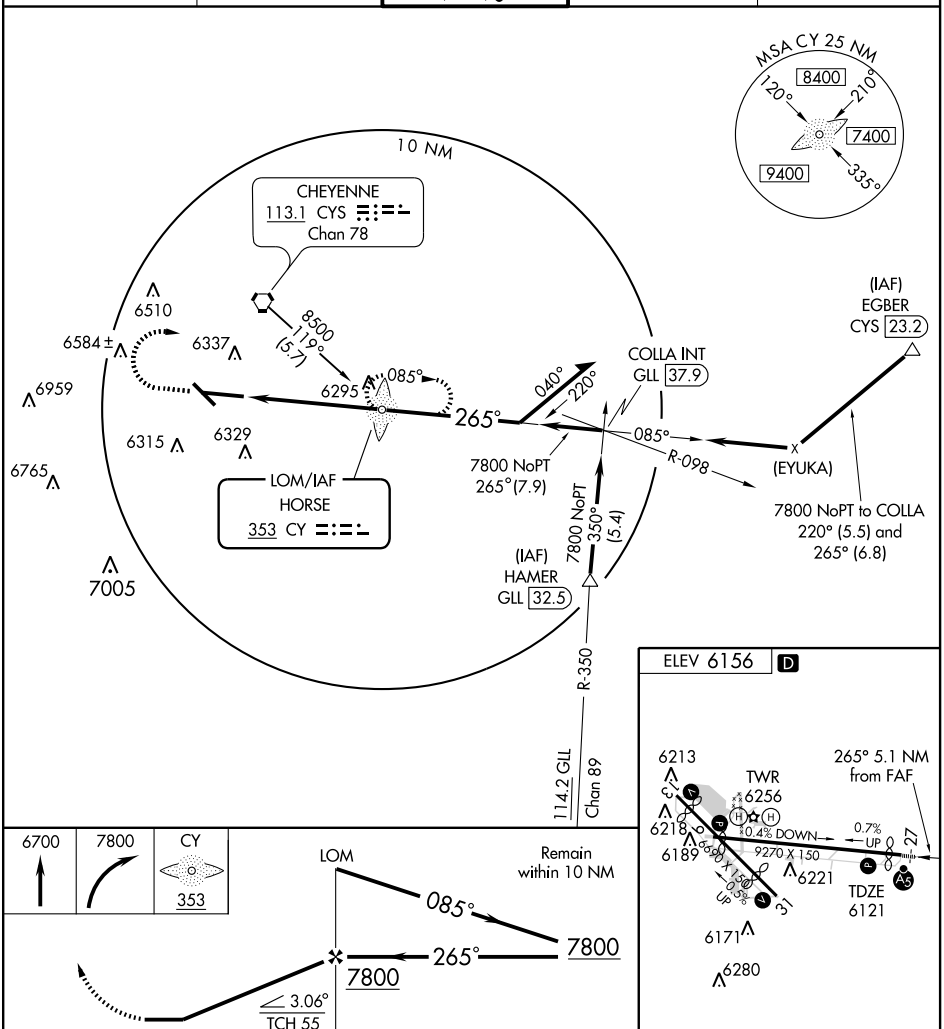
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

ASR/PAR

MALSR

MISSED APPROACH: Climb to 6700, then climbing right turn to 7800 direct HORSE LOM and hold.

ATIS	CHEYENNE APP CON	CHEYENNE TOWER ★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95



REIL Rwys 9, 13 and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-27	6620/50	499 (500-1)	6620/60 499 (500-1¼)	6620-1½ 499 (500-1½)
CIRCLING	6660-1	504 (600-1)	6660-1½ 504 (600-1½)	6720-2 564 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7985
CH 73009	085°	TDZE	6143
W09A		Apt Elev	6159

RNAV (GPS) RWY 9

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

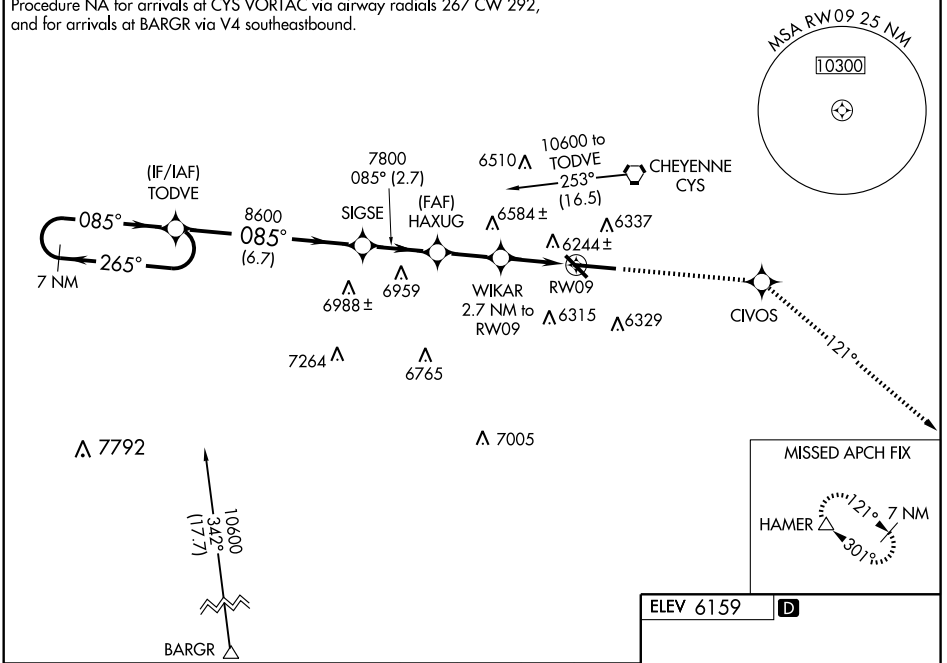
T A ASR/PAR

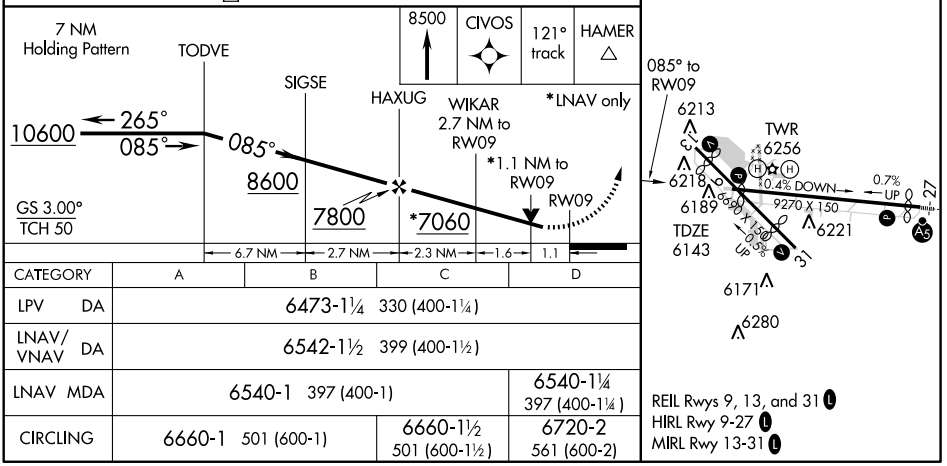
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Laramie altimeter setting and increase all DA 251 feet, all MDA 260 feet, and all visibilities ¾ mile.
VDP and Baro-VNAV NA when using Laramie altimeter setting.

MISSED APPROACH: Climb to 8500 direct CIVOS and via 121° track to HAMER and hold.

ATIS	CHEYENNE APP CON	CHEYENNE TOWER ★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95

Procedure NA for arrivals at CYS VORTAC via airway radials 267 CW 292, and for arrivals at BARGR via V4 southeastbound.





CATEGORY	A	B	C	D
LPV DA	6473-1¼ 330 (400-1¼)			
LNAV/VNAV DA	6542-1½ 399 (400-1½)			
LNAV MDA	6540-1 397 (400-1)			6540-1¼ 397 (400-1¼)
CIRCLING	6660-1 501 (600-1)		6660-1½ 501 (600-1½)	6720-2 561 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 4469
CH 56609	125°	TDZE 6154
W13A		Apt Elev 6159

RNAV (GPS) RWY 13

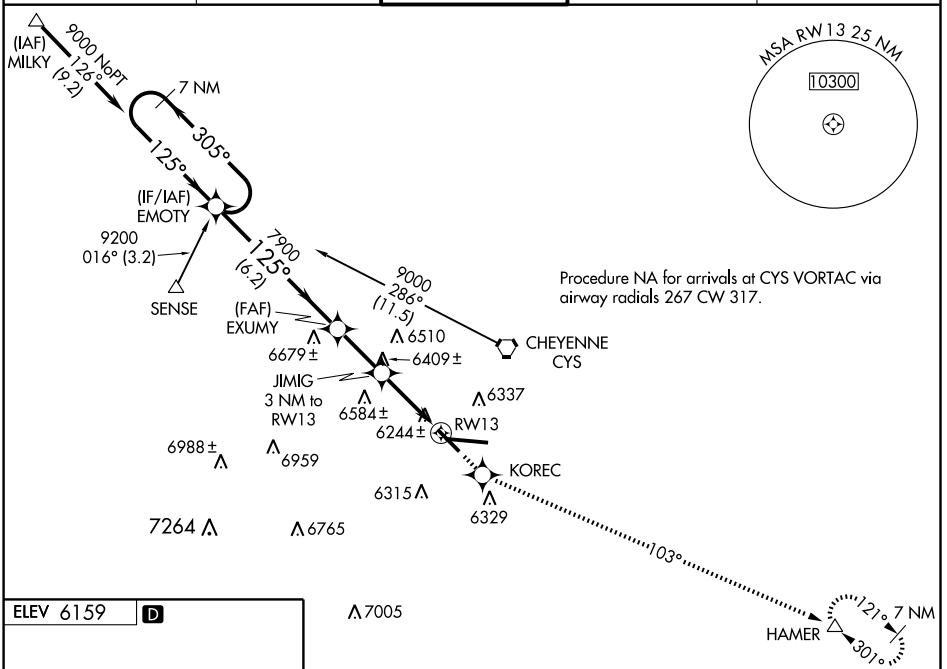
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

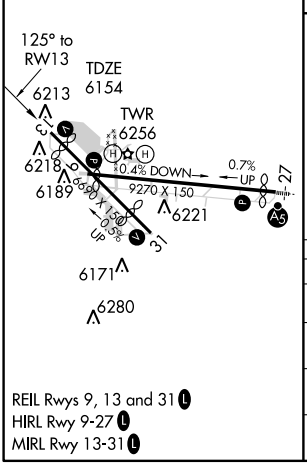
T
A
ASR/PAR

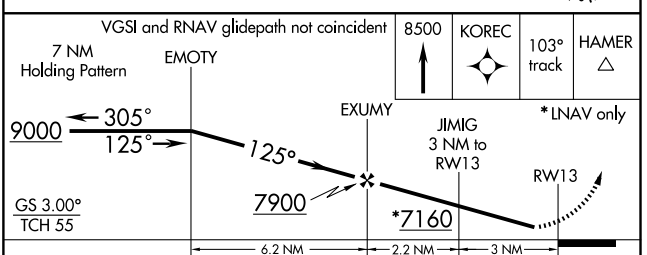
Baro-VNAV NA when using Laramie altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Laramie altimeter setting and increase all DA/MDA 260 feet and all visibilities 1 mile.

MISSED APPROACH: Climb to 8500 direct KOREC and via 103° track to HAMER and hold.

ATIS	CHEYENNE APP CON	CHEYENNE TOWER ★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95







CATEGORY	A	B	C	D
LPV DA	6481-1 327 (400-1)			
LNAV/VNAV DA	6539-1¼ 385 (400-1¼)			
LNAV MDA	6660-1 506 (600-1)		6660-1½ 506 (600-1½)	
CIRCLING	6660-1 501 (600-1)		6660-1½ 501 (600-1½)	6720-2 561 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7985
CH 70307	265°	TDZE	6121
W27A		Apt Elev	6160

RNAV (GPS) RWY 27

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

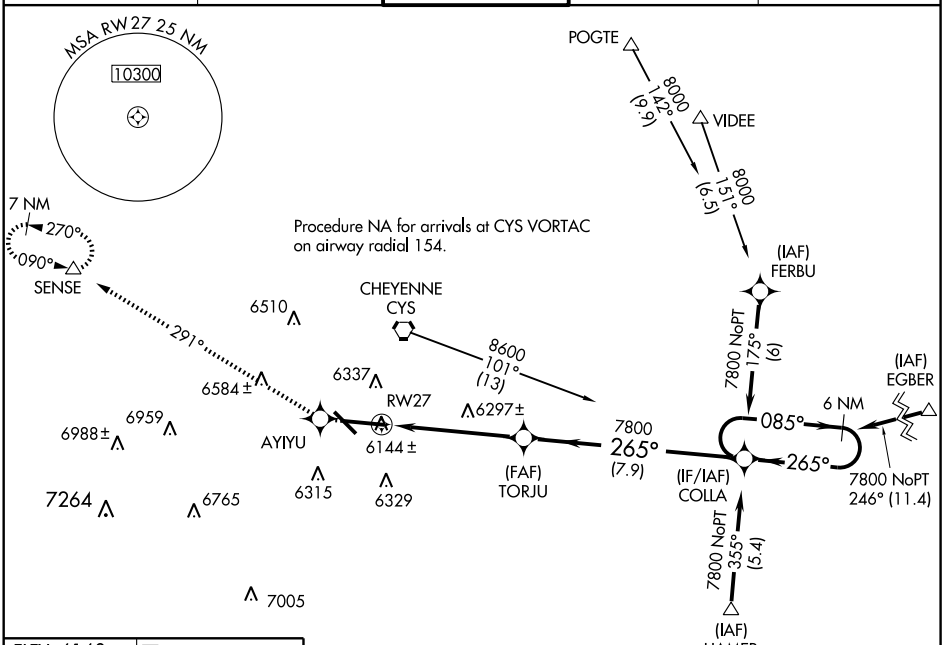
ASR/PAR

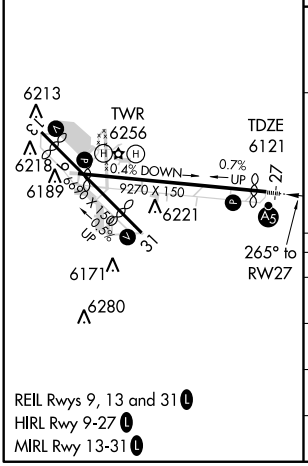
Baro-VNAV NA below -27°C (-16°F).
DME/DME RNP-0.3 NA.

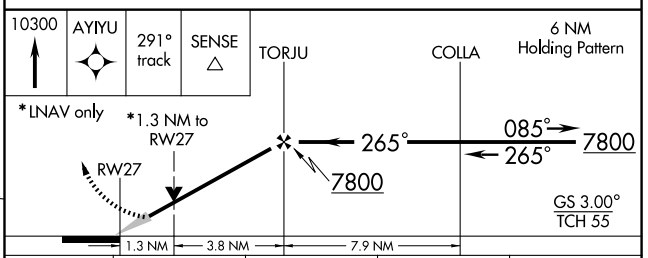
MALSR A5

MISSED APPROACH: Climb to 10300 direct AYIYU and via 291° track to SENSE and hold, continue climb-in-hold to 10300.

ATIS	CHEYENNE APP CON	CHEYENNE TOWER★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95







CATEGORY	A	B	C	D
LPV DA	6380/24 259 (300-½)			
LNAV/VNAV DA	6480/40 359 (400-¾)			
LNAV MDA	6560/24 439 (400-½)		6560/40 439 (400-¾)	6560/50 439 (400-1)
CIRCLING	6660-1 500 (500-1)		6660-1½ 500 (500-1½)	6720-2 560 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4469
CH 99609	305°	TDZE	6147
W31A		Apt Elev	6159

RNAV (GPS) RWY 31

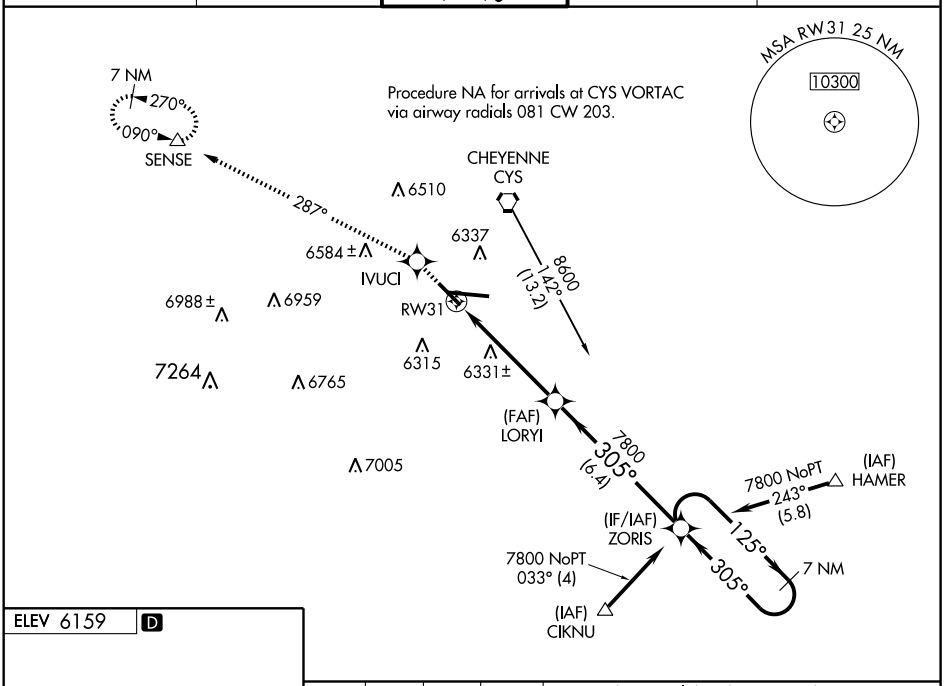
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

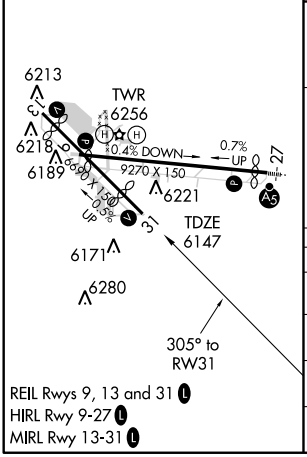
T A ASR/PAR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Laramie altimeter setting.
When local altimeter setting not received, use Laramie altimeter setting and increase all DA/MDA 260 feet and all visibilities ¾ mile.

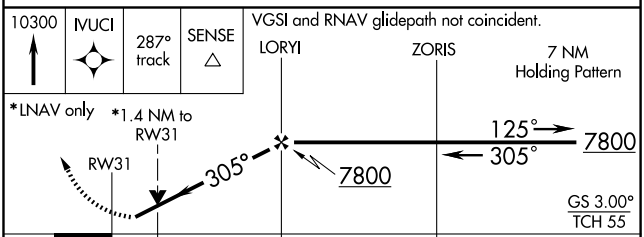
MISSED APPROACH: Climb to 10300 direct IVUCI and via 287° track to SENSE and hold, continue climb-in-hold to 10300.

ATIS	CHEYENNE APP CON	CHEYENNE TOWER ★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95





REIL Rwys 9, 13 and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	6397-1 250 (300-1)			
LNAV/VNAV DA	6545-1½ 398 (400-1½)			
LNAV MDA	6600-1 453 (500-1)		6600-1¼ 453 (500-1¼)	6600-1½ 453 (500-1½)
CIRCLING	6660-1 501 (600-1)		6660-1½ 501 (600-1½)	6720-2 561 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC CYS 113.1 Chan 78	APP CRS 196°	Rwy Idg N/A TDZE N/A Apt Elev 6156

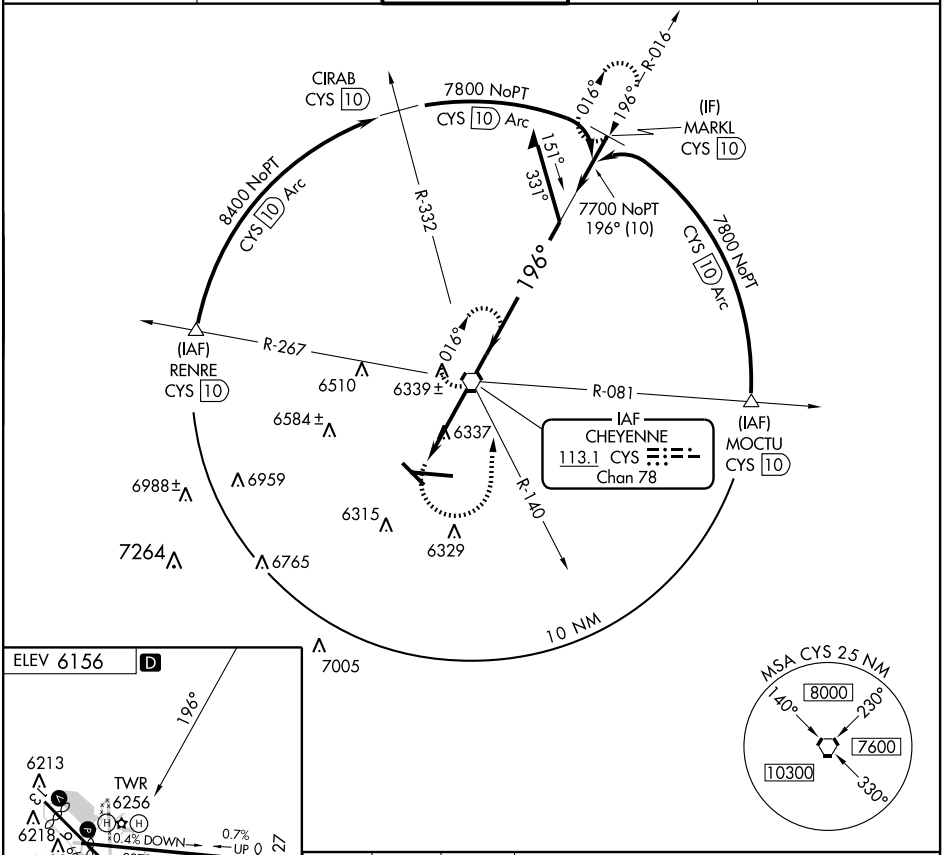
VOR or TACAN-A

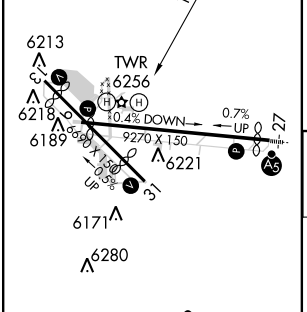
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

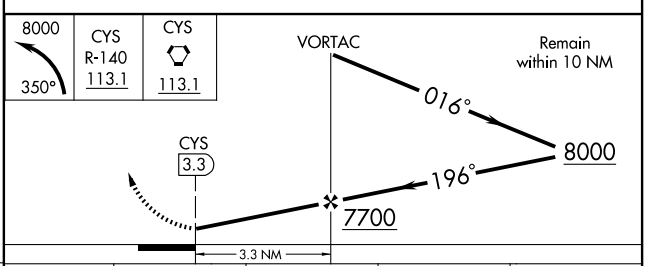
ASR/PAR

MISSED APPROACH: Climbing left turn to 8000 via heading 350° and CYS VORTAC R-140 to CYS VORTAC and hold, continue climb-in-hold to 8000 (TACAN aircraft continue via CYS R-016 to MARKL/10 DME and hold N, RT, 196° inbound.)

ATIS	CHEYENNE APP CON	CHEYENNE TOWER ★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95







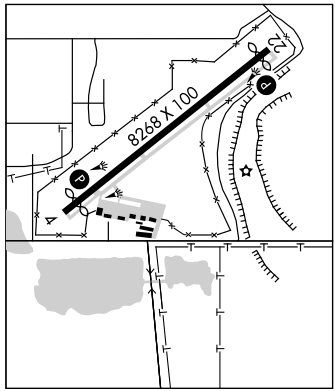
FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
CIRCLING	6660-1 504 (600-1)		6660-1½ 504 (600-1½)	6720-2 564 (600-2)

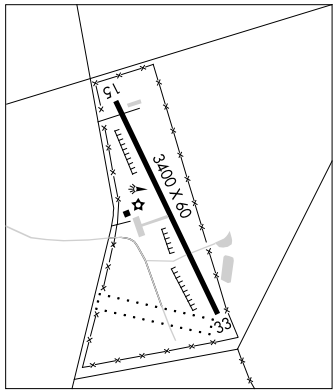
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

CODY

YELLOWSTONE RGNL (COD) 2 SE UTC−7(−6DT) N44°31.21′ W109°01.43′ **GREAT FALLS**
5102 B S4 **FUEL** 100, JET A OX 1 Class I, ARFF Index A NOTAM FILE COD **H–1D, L–13D**
RWY 04–22: H8268X100 (ASPH–GRVD) S–45, D–80, 2S–101 MIRL **IAP**
RWY 04: REIL. PAPI(P4L)—GA 3.50° TCH 63′. Thld dsplcd 690′. Road. 0.7% down.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 400′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–8268 TODA–8268 ASDA–7868 LDA–7178
RWY 22: TORA–8268 TODA–8268 ASDA–7578 LDA–7178
AIRPORT REMARKS: Attended dawn–dusk. Low level waterfowl on lake ¼ mile SE of Rwy 04 thld. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 307–587–5096. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.075 (307) 527–5197.
COMMUNICATIONS: CTAF/UNICOM 122.8
CODY RCO 122.3 (CASPER RADIO)
SALT LAKE CENTER APP/DEP CON 133.25
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE COD.
CODY (L) VORW/DME 111.8 COD Chan 55 N44°37.23′ W108°57.90′ 189° 6.5 NM to fld. 4794/14E.



COKEVILLE MUNI (UØ6) 3 S UTC−7(−6DT) N42°02.75′ W110°57.96′ **SALT LAKE CITY**
6270 B NOTAM FILE CPR **L–11D**
RWY 15–33: H3400X60 (ASPH) S–10 MIRL (NSTD)
RWY 33: Fence.
AIRPORT REMARKS: Unattended. 120′ high electrical transmission lines running E–W 2 miles N of arpt. +2′ ground 70′ W of centerline full length. Uncontrolled vehicle access to arpt. Rwy 15–33 elevation highest near midfield. Rwy 15–33 extensive cracking and uneven pavement surface. No line of sight between rwy ends. Rwy 15–33 NSTD MIRL has irregular spacing due to missing and broken lights. Some thld lenses clear. Variable rwy conditions and braking action during winter months due to thawing and freezing precipitation. Rwy 15 red edge lighting along unusable pavement, 1400′ to relocated thld Rwy 15. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
FORT BRIDGER (L) VORW/DME 108.6 FBR Chan 23 N41°22.71′ W110°25.45′ 315° 46.9 NM to fld. 7060/14E.



CONVERSE CO (See DOUGLAS)

COWLEY N44°54.84′ W108°26.59′ NOTAM FILE CPR. **BILLINGS**
NDB (MHW) 257 HCY at North Big Horn Co. **L–13D**

APP CRS	Rwy Idg	N/A
306°	TDZE	N/A
	Apt Elev	5098

GPS-B

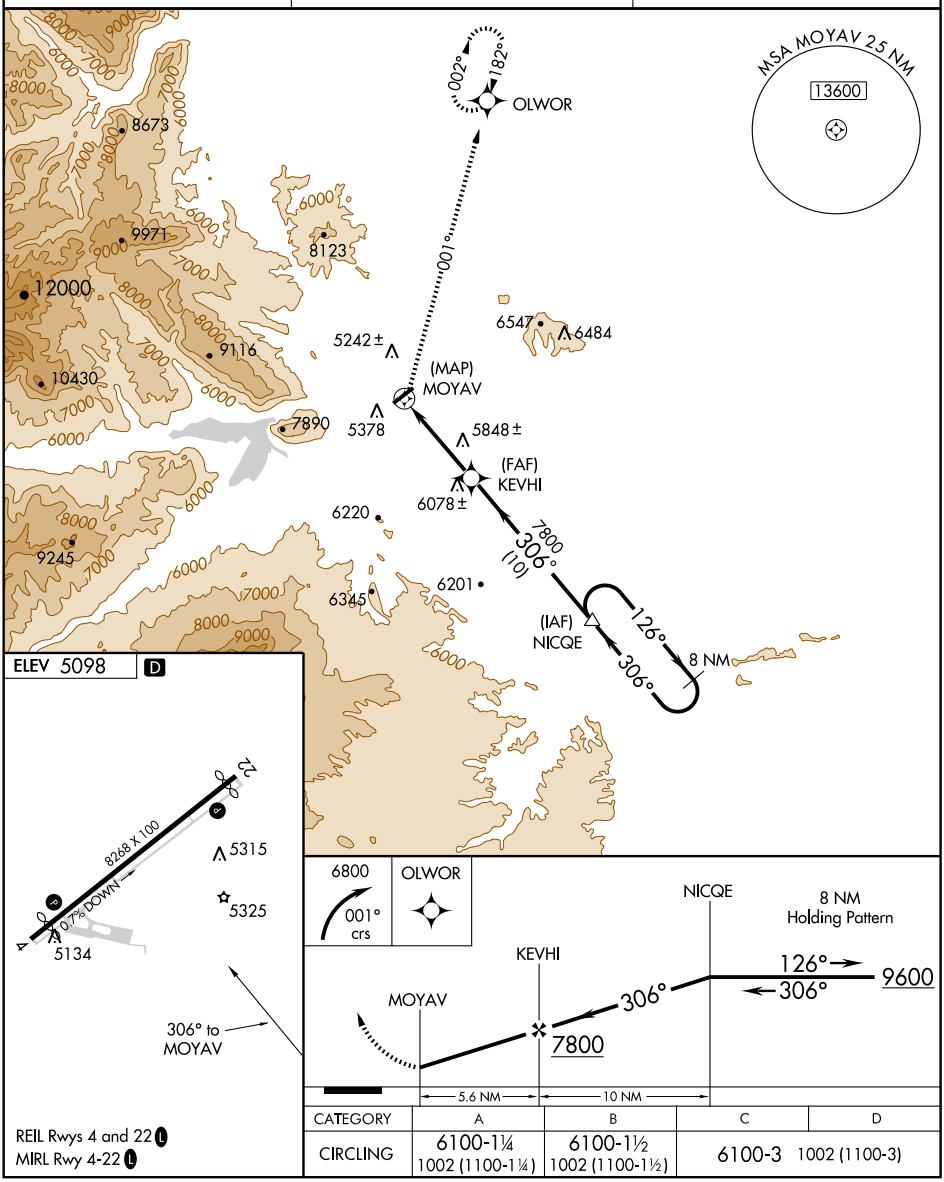
CODY/ YELLOWSTONE RGNL (COD)

NA

MISSED APPROACH: Climbing right turn to 6800 via 001° course to OLWOR WP and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
135.075	133.25 285.6	122.8 (CTAF) L

NW-1, 26 AUG 2010 to 23 SEP 2010



REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
CIRCLING	6100-1¼ 1002 (1100-1¼)	6100-1½ 1002 (1100-1½)	6100-3 1002 (1100-3)	

WAAS	APP CRS	Rwy Idg	7178
CH 93600	218°	TDZE	5076
W22A		Apt Elev	5102

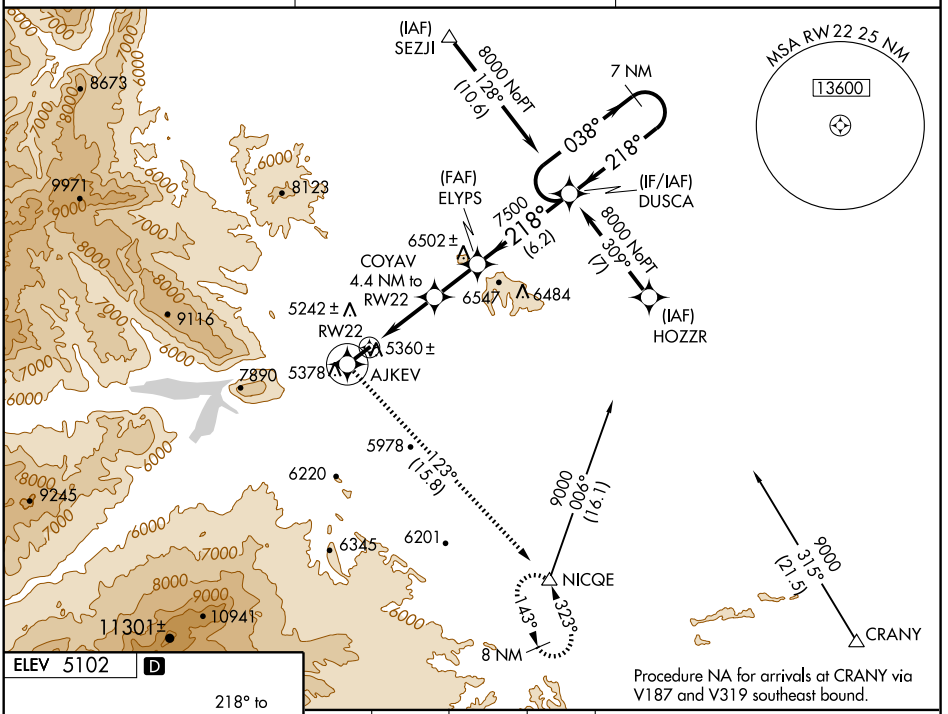
RNAV (GPS) RWY 22

CODY/ YELLOWSTONE RGNL (COD)

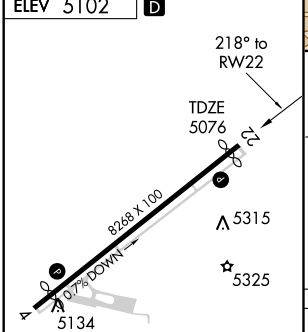
DME/DME RNP- 0.3 NA.

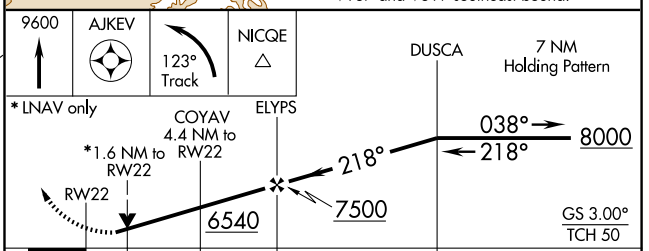
MISSED APPROACH: Climb to 9600 direct AJKEV and left turn via 123° track to NICQE and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
135.075	133.25 285.6	122.8 (CTAF) L



Procedure NA for arrivals at CRANY via V187 and V319 southeast bound.





CATEGORY	A	B	C	D
LPV DA	5457-1¼ 381 (400-1¼)			
LNAV/ VNAV DA	NA			
LNAV MDA	5620-1 544 (600-1)		5620-1½ 544 (600-1½)	5620-1¾ 544 (600-1¾)
CIRCLING	5840-1¼ 738 (800-1¼)		5900-2¼ 798 (800-2¼)	5960-2¾ 858 (900-2¾)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME COD	APP CRS	Rwy Idg	N/A
111.8	189°	TDZE	N/A
Chan 55		Apt Elev	5098

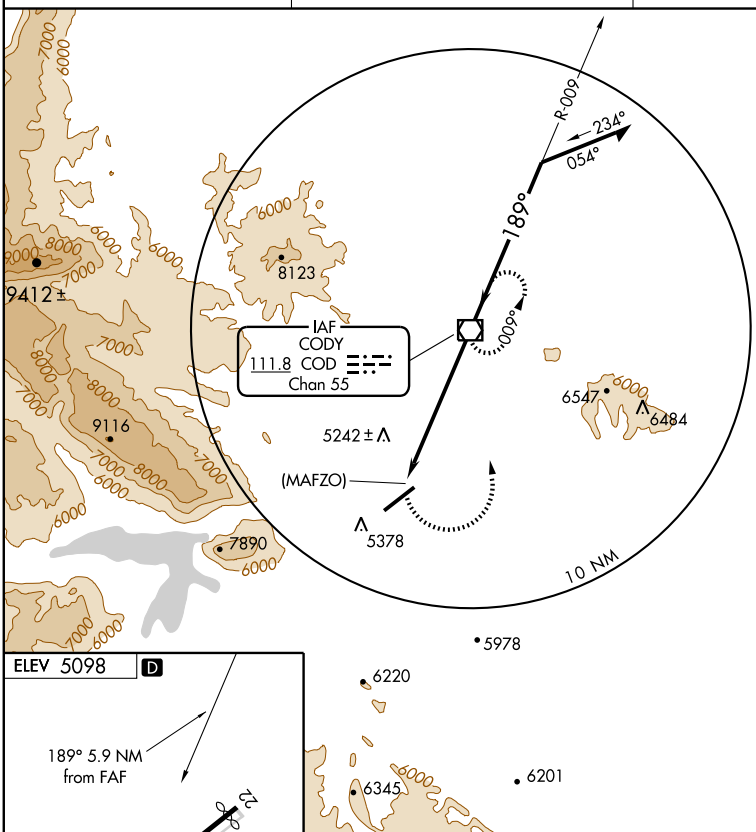
VOR or GPS-A

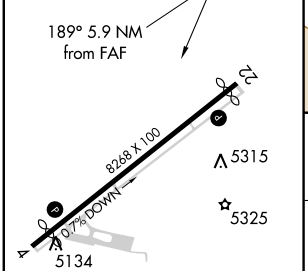
CODY/ YELLOWSTONE RGNL (COD)

T A

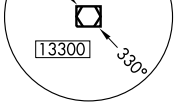
MISSED APPROACH: Climbing left turn to 8000 direct COD VOR/DME and hold.

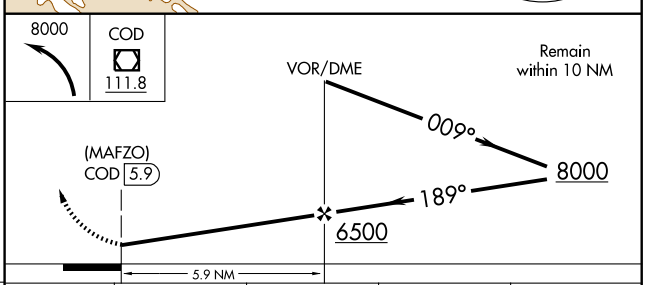
AWOS-3	SALT LAKE CENTER	UNICOM
135.075	133.25 285.6	122.8 (CTAF) L





REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L





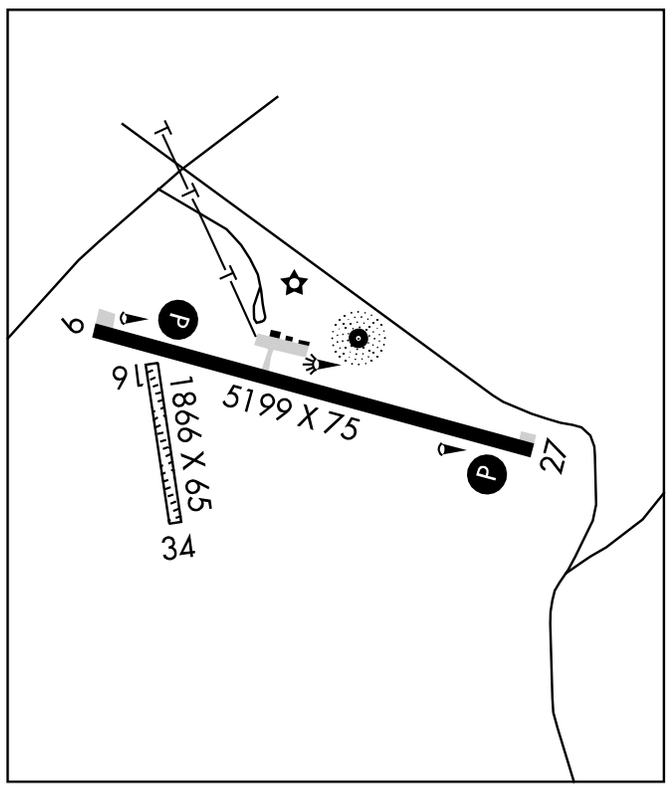
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
CIRCLING	5800-1	701 (800-1)	5800-2 701 (800-2)	5920-2¾ 821 (900-2¾)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

COWLEY/LOVELL/BYRON

NORTH BIG HORN CO (U68) 2 N UTC−7(−6DT) N44°54.70′ W108°26.73′ — **BILLINGS**
4090 B **FUEL** 100LL NOTAM FILE CPR — **H–1E, L–13D**
RWY 09–27: H5199X75 (ASPH) S–12.5 MIRL — **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Hill.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Hill.
RWY 16–34: 1866X65 (DIRT) 0.3% up SE
AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. For attendant after hours call 307–548–6236. CLOSED all major holidays. Rwy 16–34 soft when wet. Reflective markers mark entrance to twy and turnaround. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (307) 548–2560.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE COD.
CODY (L) VOR/DME 111.8 COD Chan 55 N44°37.23′ W108°57.90′ 038° 28.3 NM to fld. 4794/14E.
COWLEY NDB (MHW) 257 HCY N44°54.84′ W108°26.59′ at fld. NOTAM FILE CPR.



CRAZY WOMAN N43°59.98′ W106°26.14′ NOTAM FILE CPR. — **CHEYENNE**
(H) VORW/DME 117.3 CZI Chan 120 319° 26.0 NM to Johnson Co. 4798/13E. — **H–1E, 2F, L–11E, 12F**
RCO 122.025 (CASPER RADIO)

DERYK N44°16.25′ W105°31.33′ NOTAM FILE GCC. — **CHEYENNE**
NDB (MHW) 380 GC 339° 4.7 NM to Gillette–Campbell Co. Unmonitored 0500–1300Z‡. — **L–12F, 13E**

DIXON (9U4) 2 E UTC−7(−6DT) N41°02.30′ W107°29.84′ — **CHEYENNE**
6520 B NOTAM FILE CPR — **H–3E, L–9E, 11E**
RWY 06–24: H7500X75 (ASPH) S–12 MIRL
RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 24: REIL. Fence.
AIRPORT REMARKS: Unattended. Wildlife on and in vicinity of arpt. Plus 500′ terrain 9,700′ from AER 24. Snow banks +4′ along entire rwy winter months. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06; Rwy 24 and PAPI Rwy 06—CTAF. Snow removal on 24 hour PPR call 307–383–6630/6245/2602.
WEATHER DATA SOURCES: AWOS–A 119.425. Weather report unavbl indef.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
HAYDEN (H) VORW/DME 115.6 CHE Chan 103 N40°31.21′ W107°18.29′ 330° 32.3 NM to fld. 7269/14E.

NDB HCY 257	APP CRS 078°	Rwy Idg 5199 TDZE 4080 Apt Elev 4090

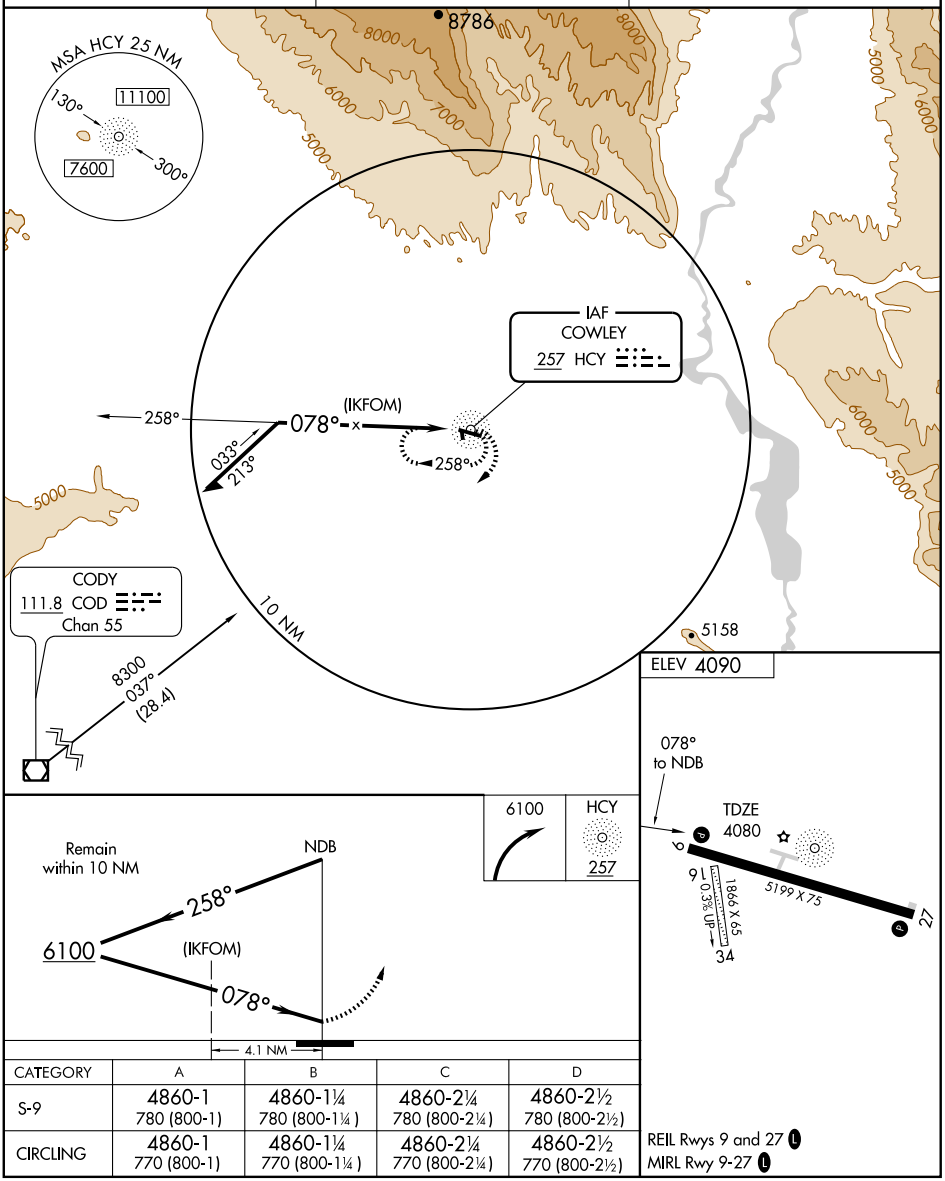
NDB or GPS RWY 9

COWLEY/ NORTH BIG HORN COUNTY (U68)

Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 6100 in HCY NDB holding pattern.

AWOS-3	SALT LAKE CENTER	UNICOM
119.925	133.25 285.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-9	4860-1 780 (800-1)	4860-1¼ 780 (800-1¼)	4860-2¼ 780 (800-2¼)	4860-2½ 780 (800-2½)
CIRCLING	4860-1 770 (800-1)	4860-1¼ 770 (800-1¼)	4860-2¼ 770 (800-2¼)	4860-2½ 770 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

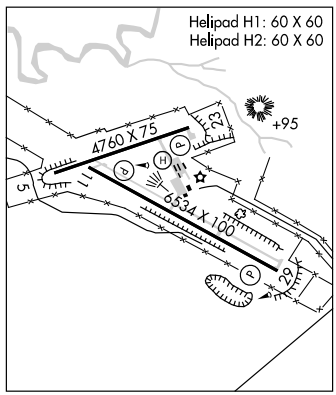
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

DOUGLAS

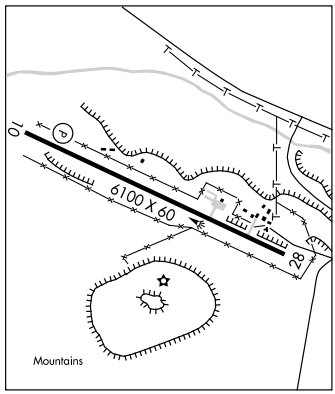
CONVERSE CO (DGW) 3 N UTC−7(−6DT) N42°47.83′ W105°23.15′ **CHEYENNE**
4937 B S4 **FUEL** 100LL, JET A NOTAM FILE DGW **H–3E, 5A, L–12F**
RWY 11–29: H6534X100 (ASPH) MIRL 0.4% up SE **IAP**
RWY 11: PAPI(P2L)—GA 3.0° TCH 31′.
RWY 29: REIL. PAPI(P2L)—GA 3.0°. TCH 41′.
RWY 05–23: H4760X75 (ASPH) S–12.5 MIRL 0.3% up NE
RWY 23: PAPI(P2L)—GA 3.0° TCH 46′. Hill.
AIRPORT REMARKS: Attended Mon–Fri 1330–0030Z‡, Sat–Sun 1500–0000Z‡. Wildlife on and invof arpt. Retro–reflective markers along all twys. MIRL Rwy 11–29 and Rwy 05–23 preset on low intensity, to increase intensity and ACTIVATE REIL Rwy 29–CTAF. PAPI Rwy 11, Rwy 23 and Rwy 29 opr continuously.
WEATHER DATA SOURCES: ASOS 135.225 (307) 358–4448.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 121.975 (CASPER RADIO)
DENVER CENTER APP/DEP CON 135.6
RADIO TO NAVIGATION: NOTAM FILE DGW.
HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 304° 10.1 NM to fld. 4906/12E.

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HELIPAD H1: H60X60 (ASPH)
HELIPAD H2: H60X60 (ASPH)



DUBOIS MUNI (U25) 3 NW UTC−7(−6DT) N43°32.90′ W109°41.42′ **SALT LAKE CITY**
7291 B **FUEL** 100LL NOTAM FILE CPR **H–3D, L–11D**
RWY 10–28: H6100X60 (ASPH—PFC) S–24 MIRL
RWY 10: Ground. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 28: Ground. Rgt tfc.
AIRPORT REMARKS: Unattended. Fuel avbl prior arrangement only, 307–455–2061/2100. Ultra–light activity at arpt. ACTIVATE MIRL Rwy 10–28—CTAF.
WEATHER DATA SOURCES: AWOS-3 118.275 (307) 455–2211.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY Chan 125 N43°27.79′ W108°17.98′ 259° 60.9 NM to fld. 7550/16E.



DUNOIR N43°49.70′ W110°20.13′ NOTAM FILE CPR. **SALT LAKE CITY**
(H) VORW/DME 117.2 DNW Chan 119 218° 22.0 NM to Jackson Hole. 7720/15E. **H–1D, L–11D**
VOR/DME unusable:
010°–030° byd 25 NM blo 17,000′
030°–130° byd 15 NM
130°–210° byd 20 NM
210°–230° byd 25 NM
230°–240° byd 20 NM
240°–270° byd 30 NM
270°–330° byd 20 NM
330°–340° byd 10 NM
340°–010° byd 15 NM
RCO 122.6 (CASPER RADIO)

ELK MOUNTAIN EHY N41°43.52′ W106°27.57′ /7299. **CHEYENNE**
AWOS–3 118.8 307–348–7320 **H–3E, L–11E**

WAAS	APP CRS	Rwy Idg	6534
CH 58018	107°	TDZE	4921
W11A		Apt Elev	4933

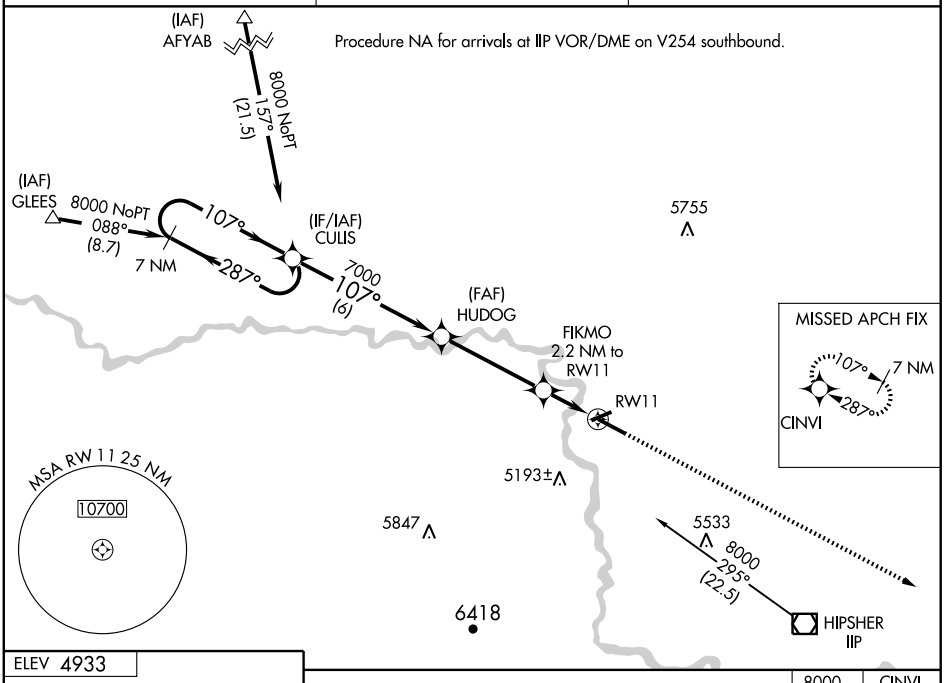
RNAV (GPS) RWY 11

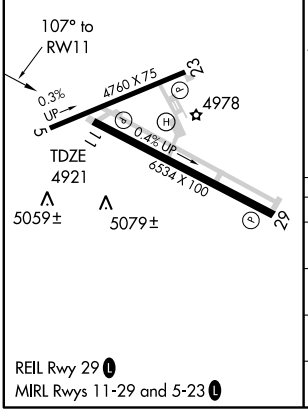
DOUGLAS / CONVERSE COUNTY (DGW)

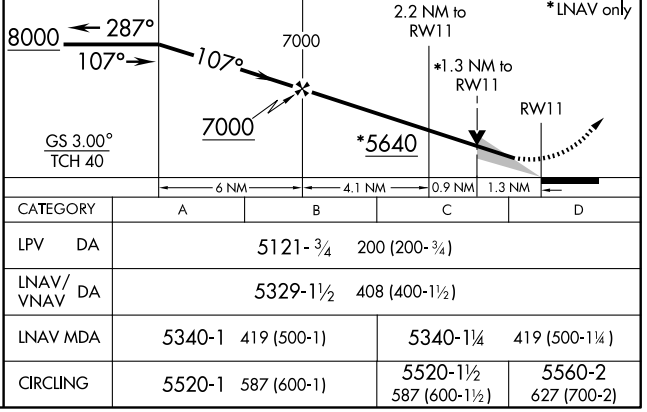
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 8000 direct CINVI and hold.

ASOS	DENVER CENTER	UNICOM
135.225	135.6 363.025	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	5121- ¾ 200 (200- ¾)			
LNAV/VNAV DA	5329-1½ 408 (400-1½)			
LNAV MDA	5340-1 419 (500-1)		5340-1¼ 419 (500-1¼)	
CIRCLING	5520-1 587 (600-1)		5520-1½ 587 (600-1½)	5560-2 627 (700-2)

REIL Rwy 29 L
MIRL Rwys 11-29 and 5-23 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6534
CH 61018	287°	TDZE	4933
W29A		Apt Elev	4933

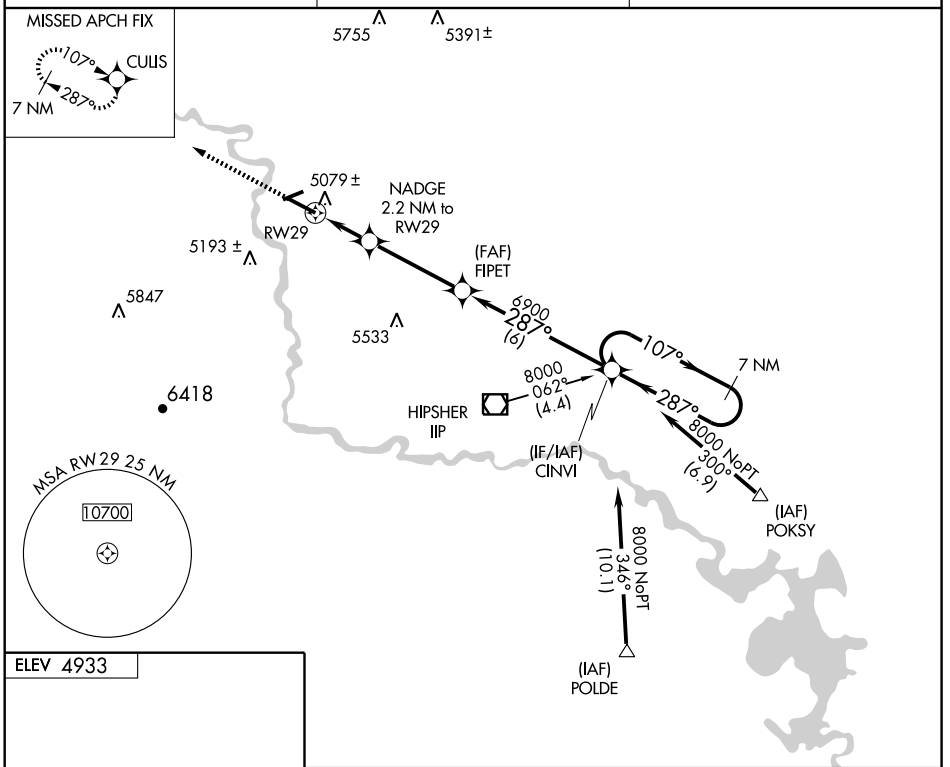
RNAV (GPS) RWY 29

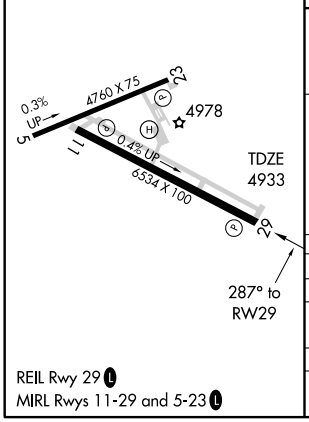
DOUGLAS / CONVERSE COUNTY (DGW)

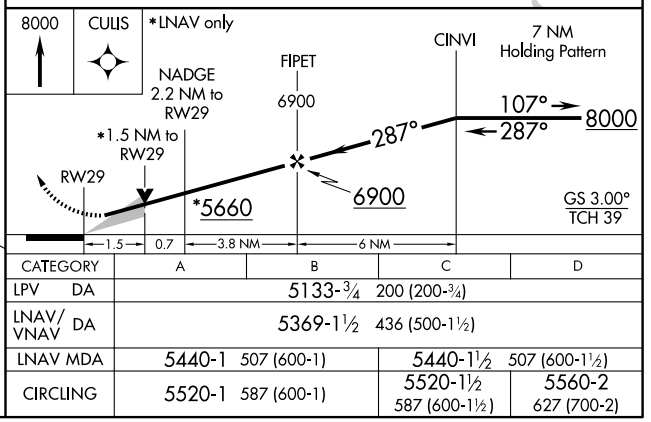
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 8000 direct CULIS and hold.

ASOS	DENVER CENTER	UNICOM
135.225	135.6 363.025	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	5133-¾ 200 (200-¾)			
LNAV/VNAV DA	5369-1½ 436 (500-1½)			
LNAV MDA	5440-1 507 (600-1)		5440-1½ 507 (600-1½)	
CIRCLING	5520-1 587 (600-1)		5520-1½ 587 (600-1½)	5560-2 627 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

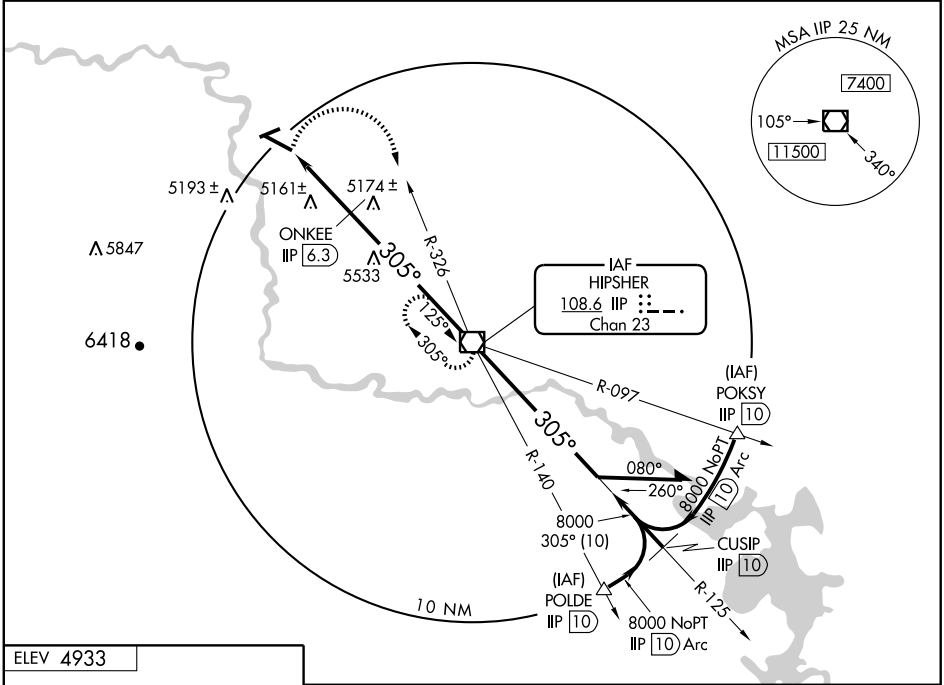
VOR/DME IIP	APP CRS	Rwy Idg	6534
108.6	305°	TDZE	4933
Chan 23		Apt Elev	4933

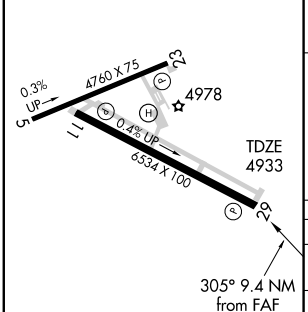
VOR RWY 29

DOUGLAS / CONVERSE COUNTY (DGW)

MISSED APPROACH: Climbing right turn to 8000 via heading 160° and IIP VOR/DME R-326 to IIP VOR/DME and hold, continue climb-in-hold to 8000.

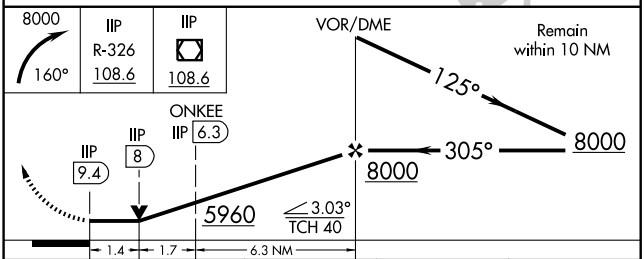
ASOS	DENVER CENTER	UNICOM
135.225	135.6 363.025	122.8 (CTAF) L





REIL Rwy 29 L
MIRL Rwys 11-29 and 5-23 L

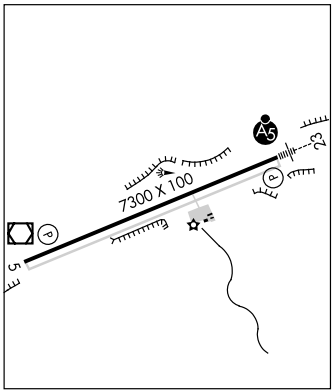
FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08



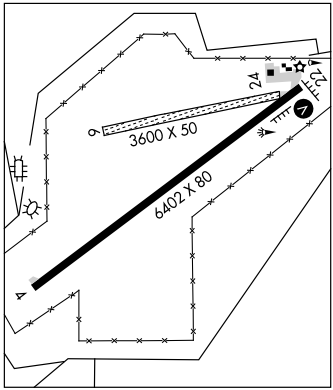
CATEGORY	A	B	C	D
S-29	5960-1¼ 1027 (1100-1¼)	5960-1½ 1027 (1100-1½)	5960-3 1027 (1100-3)	
CIRCLING	5960-1¼ 1027 (1100-1¼)	5960-1½ 1027 (1100-1½)	5960-3 1027 (1100-3)	
ONKEE FIX MINIMUMS				
S-29	5420-1 487 (500-1)		5420-1¼ 487 (500-1¼)	5420-1½ 487 (500-1½)
CIRCLING	5520-1 587 (600-1)		5520-1½ 587 (600-1½)	5540-2 607 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

EVANSTON UINTA CO BURNS FLD (EVW) 3 W UTC−7(−6DT) N41°16.49′ W111°02.08′ **SALT LAKE CITY**
7143 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE EVW **H–3D, L–9D, 11D**
RWY 05–23: H7300X100 (ASPH–GRVD) S–30 HIRL **IAP**
RWY 05: REIL. PAPI (P4L)—GA 3.0° TCH 45′.
RWY 23: MALSR. PAPI(P4L)—GA 3.0° TCH 45′
AIRPORT REMARKS: Attended 1400–0200Z‡. Wildlife on and in vicinity of arpt. ACTIVATE HIRL Rwy 05–23, MALSR Rwy 23 and REIL Rwy 05—CTAF. PAPI Rwy 05 and Rwy 23 opr continuously.
WEATHER DATA SOURCES: ASOS 120.0 (307) 789–0585.
COMMUNICATIONS: CTAF/UNICOM 123.0
SALT LAKE CENTER APP/DEP CON 127.7
GCO 121.72 (SALT LAKE CENTER CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE EVW.
EVANSTON (T) VORW/DME 109.6 EVW Chan 33 N41°16.35′ W111°02.81′ at fld. 7145/13E.
ILS/DME 108.9 I–EVW Chan 26 Rwy 23. Class IE. GS unusable byd 5° rgt of course.



FORT BRIDGER (FBR) 4 N UTC−7(−6DT) N41°23.60′ W110°24.37′ **SALT LAKE CITY**
7034 B S4 **FUEL** 100LL NOTAM FILE CPR **H–3D, L–11D**
RWY 04–22: H6402X80 (ASPH) S–12.5, D–20, 2D–20 MIRL (NSTD) 0.5% up SW **IAP**
RWY 22: REIL. VASI(V2L)—GA 3.0° TCH 22′.
RWY 06–24: 3600X50 (TURF–DIRT)
RWY 06: Fence.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. For service other times call 307–782–3780. Fuel avbl by 24 hr card service. Rwy 06–24 unmaintained. Numerous prairie dog holes, sage brush and depressions on sfc. Rwy 04–22 and Rwy 06–24 CLOSED winter months except for ski equipment acft, dirt/turf rwys not maintained. Rwy 06 +3′ metal structure at thld 58′ left. Rwy 04–22 lgts irregular spacing due to broken and missing lgts. Rwy 04–22 extensive cracking, uneven surface, and vegetation. Rwy 04 and Rwy 22 markings almost completly faded. 3′–5′ snow banks on S side of Rwy 04–22 Nov–Mar. Rwy 04–22 plowed winter months. Rwy 22 REIL OTS indef. VASI Rwy 22 OTS indef. Wind indicator lgt OTS indef. ACTIVATE MIRL Rwy 04–22, and REIL Rwy 22, and VASI Rwy 22–CTAF.
WEATHER DATA SOURCES: AWOS–2 118.8 (307) 782–3226.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (CASPER RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
(L) VORW/DME 108.6 FBR Chan 23 N41°22.71′ W110°25.45′ 028° 1.2 NM to fld. 7060/14E.



GENERAL BREES FLD (See LARAMIE)

LOC/DME I-EVW	APP CRS	Rwy Idg	7300
108.9	234°	TDZE	7143
Chan 26		Apt Elev	7143

ILS or LOC/DME RWY 23

EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

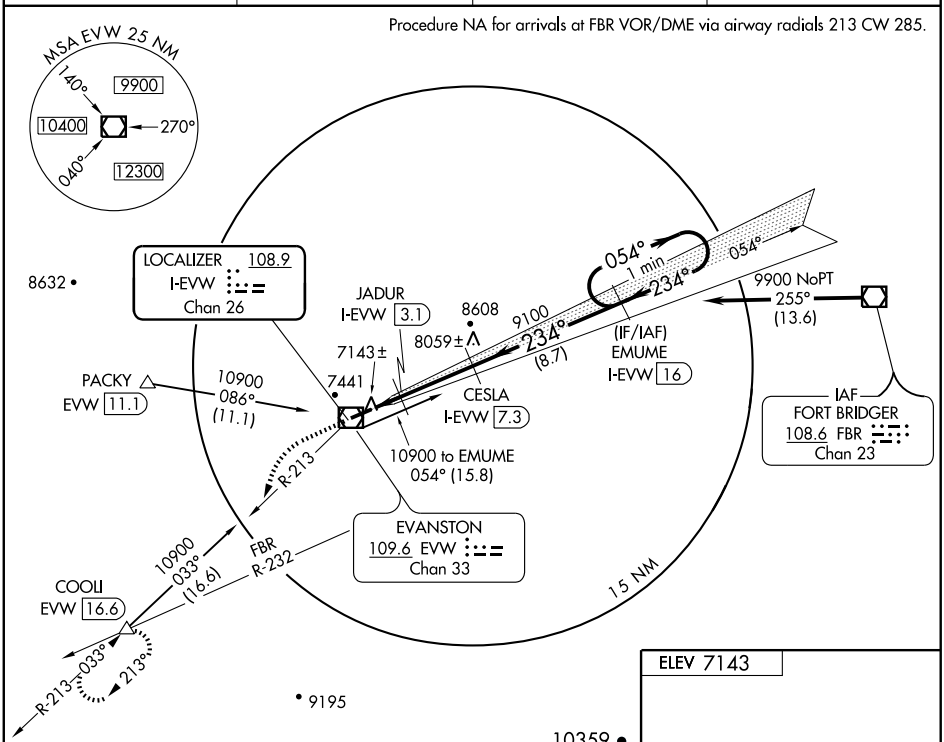
For inoperative MALSR, increase S-LOC 23 Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA.

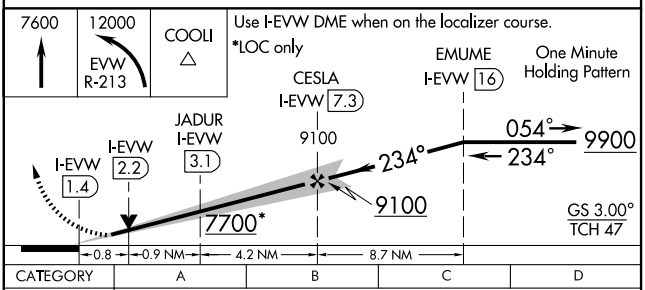
MALSR

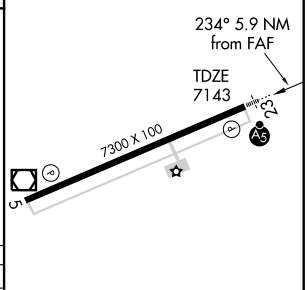
MISSED APPROACH: Climb to 7600 then climbing left turn to 12000 via EVW VOR/DME R-213 to COOLI/EVW VOR/DME 16.6 DME and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CENTER	GCO	UNICOM
120.0	127.7 354.125	121.72	123.0 (CTAF) L

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.







CATEGORY	A	B	C	D
S-ILS 23	7343-½ 200 (200-½)			
S-LOC 23	7440-½ 297 (300-½)			7440-¾ 297 (300-¾)
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

REIL Rwys 5 L
HIRL Rwy 5-23 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 78302 W05A	APP CRS 054°	Rwy Idg 7300 TDZE 7141 Apt Elev 7143

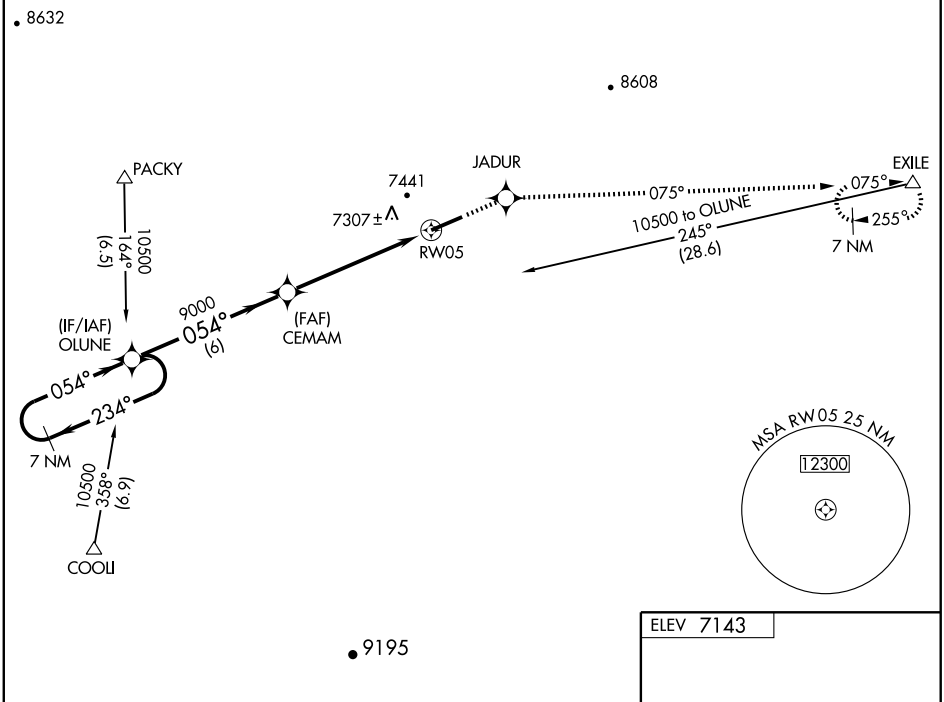
RNAV (GPS) RWY 5

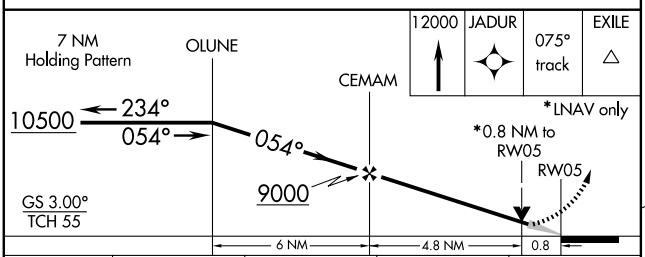
EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

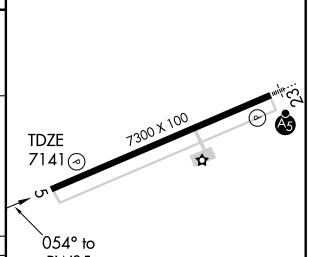
If local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (94°F).
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 12000 direct JADUR and via 075° track to EXILE and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CENTER	GCO	UNICOM
120.0	127.7 354.125	121.72	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	7391-¾ 250 (300-¾)			
LNAV/VNAV DA	7643-1¾ 502 (500-1¾)			
LNAV MDA	7440-1 299 (300-1)			
CIRCLING	7580-1¾ 437 (500-1¾)	7720-1¾ 577 (600-1¾)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

REIL Rwys 5 L
HIRL Rwy 5-23 L

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 77905 W23A	APP CRS 234°	Rwy Idg 7300 TDZE 7143 Apt Elev 7143

RNAV (GPS) RWY 23

EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

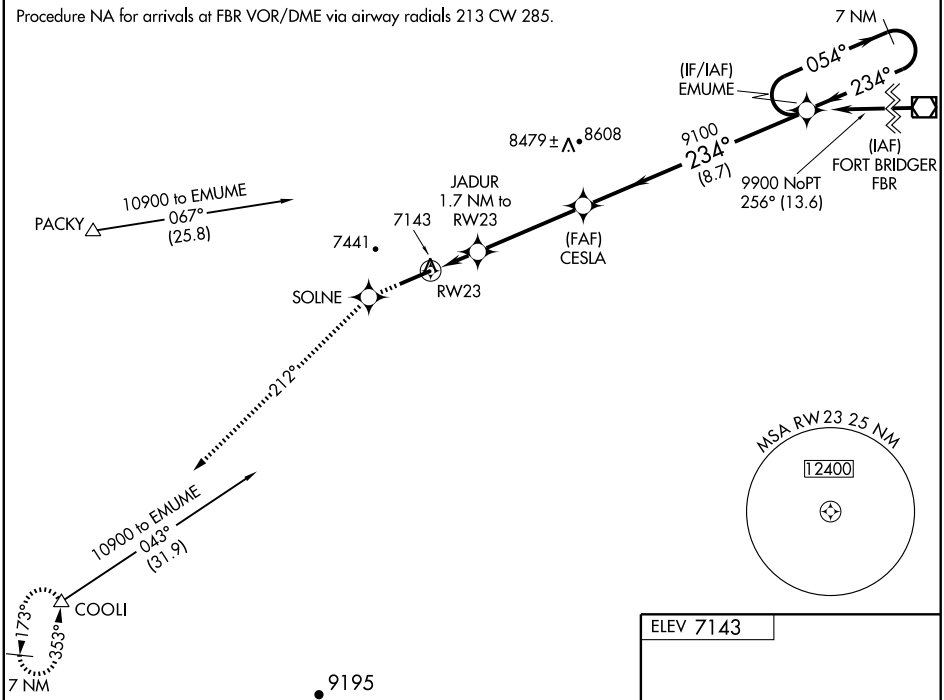
For inoperative MALSR, increase LPV all Cats. visibility to 1, LNAV/VNAV Cat. D to 1 and LNAV Cat. D to 1¼. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (93°F). DME/DME RNP- 0.3 NA.

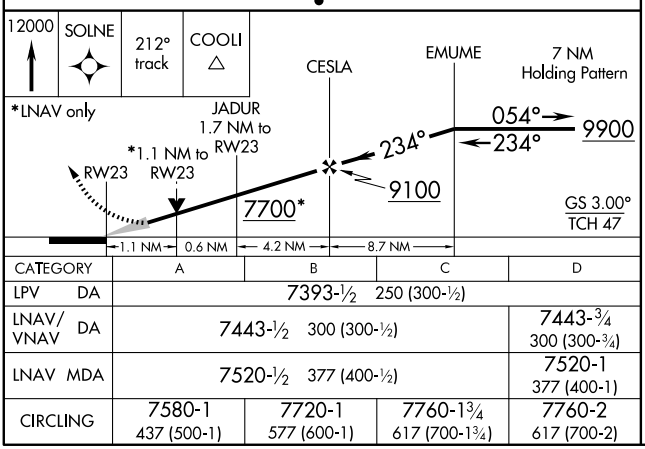
MALSR

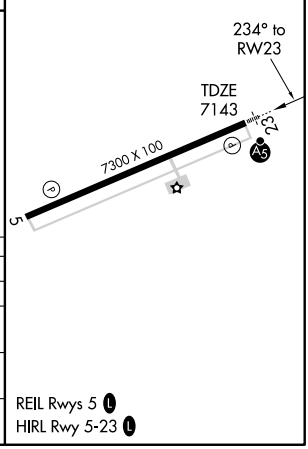
MISSED APPROACH: Climb to 12000 direct SOLNE and via 212° track to COOLI and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CENTER	GCO	UNICOM
120.0	127.7 354.125	121.72	123.0 (CTAF) L

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.







CATEGORY	A	B	C	D
LPV DA	7393-½ 250 (300-½)			
LNAV/VNAV DA	7443-½ 300 (300-½)			7443-¾ 300 (300-¾)
LNAV MDA	7520-½ 377 (400-½)			7520-1 377 (400-1)
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

REIL Rwys 5 L
HIRL Rwy 5-23 L

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME EVW 109.6 Chan 33	APP CRS 044°	Rwy Idg 7300 TDZE 7141 Apt Elev 7143

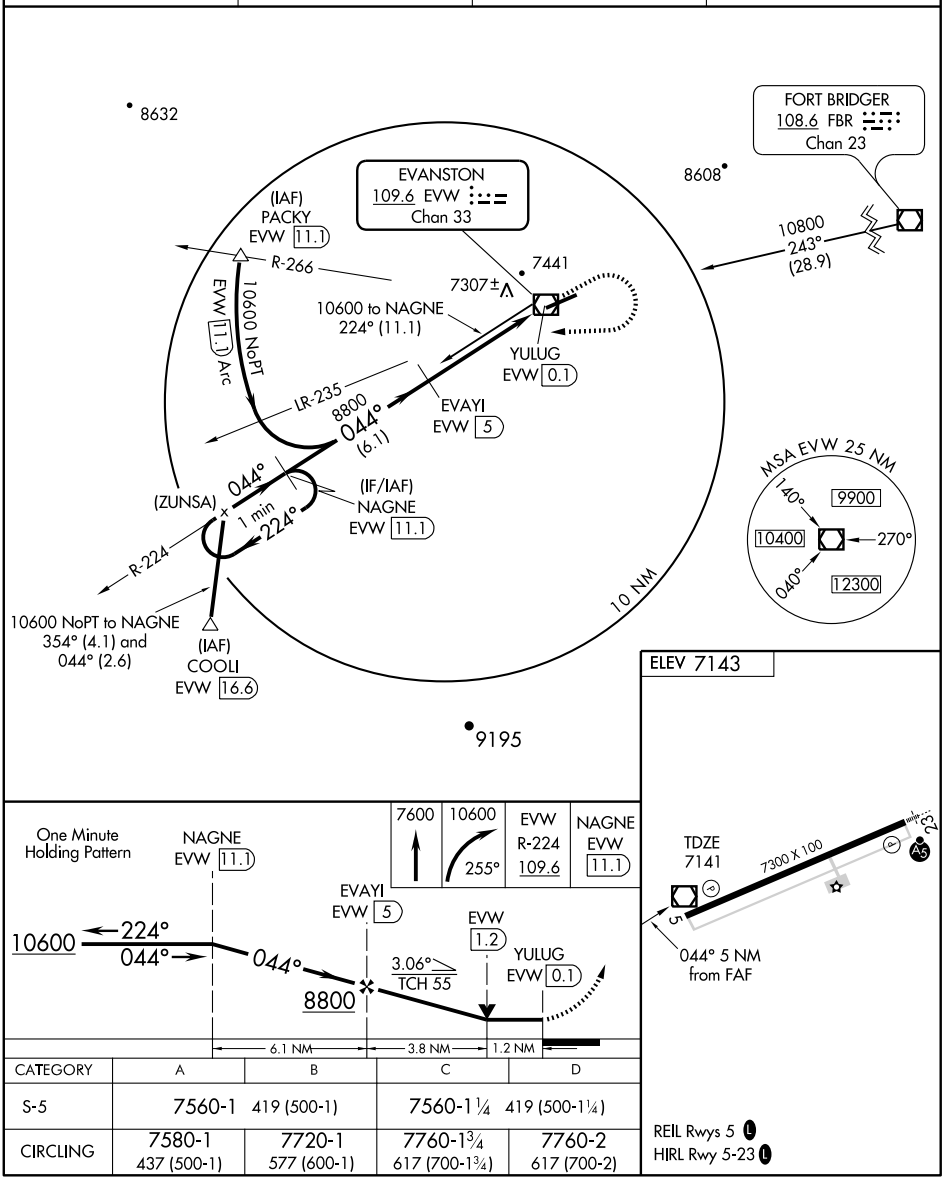
VOR/DME RWY 5

EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7600, then climbing right turn to 10600 via heading 255° and EVW VOR/DME R-224 to NAGNE/11.1 DME and hold, continue climb-in-hold to 10600.

ASOS	SALT LAKE CENTER	GCO	UNICOM
120.0	127.7 354.125	121.72	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-5	7560-1 419 (500-1)		7560-1¼ 419 (500-1¼)	
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

REIL Rwys 5 L
HIRL Rwy 5-23 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME EVW	APP CRS	Rwy Idg	7300
109.6	237°	TDZE	7143
Chan 33		Apt Elev	7143

VOR/DME RWY 23

EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

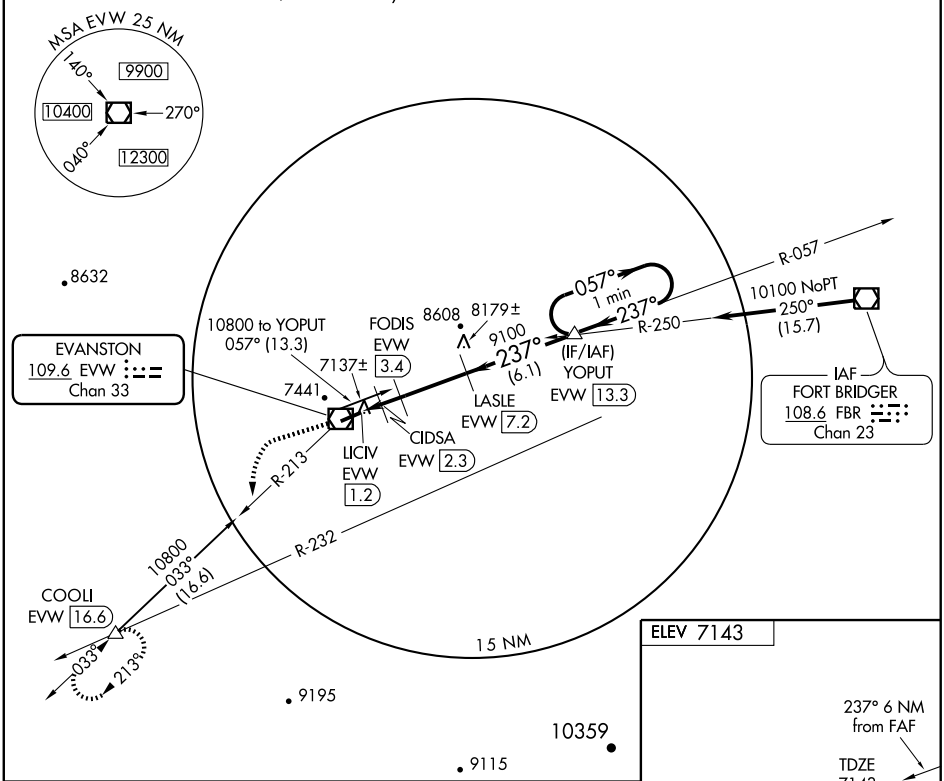
For inoperative MALSR, increase S-23 Cat. D visibility to 1¼ mile.
If local altimeter setting not received, procedure NA.

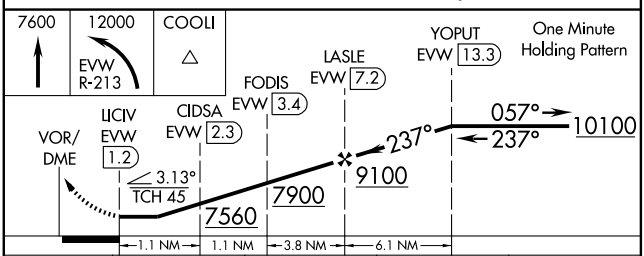
MALSR

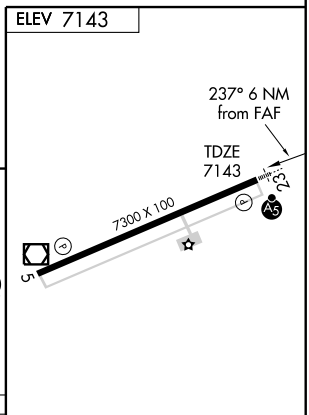
MISSED APPROACH: Climb to 7600 then climbing left turn to 12000 via EVW VOR/DME R-213 to COOLI/16.6 DME and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CENTER	GCO	UNICOM
120.0	127.7 354.125	121.72	123.0 (CTAF) L

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.



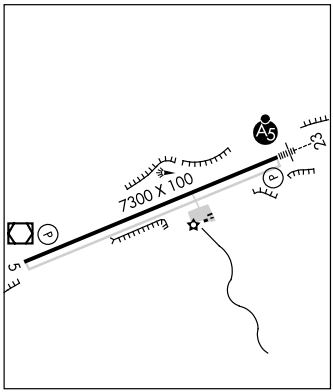




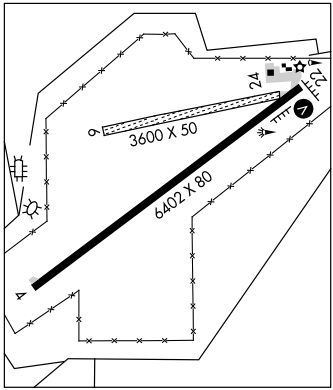
CATEGORY	A	B	C	D
S-23	7500-½ 357 (400-½)			7500-1 357 (400-1)
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

EVANSTON UINTA CO BURNS FLD (EVW) 3 W UTC−7(−6DT) N41°16.49′ W111°02.08′ **SALT LAKE CITY**
7143 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE EVW **H–3D, L–9D, 11D**
RWY 05–23: H7300X100 (ASPH–GRVD) S–30 HIRL **IAP**
RWY 05: REIL. PAPI (P4L)—GA 3.0° TCH 45′.
RWY 23: MALSR. PAPI(P4L)—GA 3.0° TCH 45′
AIRPORT REMARKS: Attended 1400–0200Z‡. Wildlife on and in vicinity of arpt. ACTIVATE HIRL Rwy 05–23, MALSR Rwy 23 and REIL Rwy 05—CTAF. PAPI Rwy 05 and Rwy 23 opr continuously.
WEATHER DATA SOURCES: ASOS 120.0 (307) 789–0585.
COMMUNICATIONS: CTAF/UNICOM 123.0
SALT LAKE CENTER APP/DEP CON 127.7
GCO 121.72 (SALT LAKE CENTER CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE EVW.
EVANSTON (T) VORW/DME 109.6 EVW Chan 33 N41°16.35′ W111°02.81′ at fld. 7145/13E.
ILS/DME 108.9 I–EVW Chan 26 Rwy 23. Class IE. GS unusable byd 5° rgt of course.



FORT BRIDGER (FBR) 4 N UTC−7(−6DT) N41°23.60′ W110°24.37′ **SALT LAKE CITY**
7034 B S4 **FUEL** 100LL NOTAM FILE CPR **H–3D, L–11D**
RWY 04–22: H6402X80 (ASPH) S–12.5, D–20, 2D–20 MIRL (NSTD) 0.5% up SW **IAP**
RWY 22: REIL. VASI(V2L)—GA 3.0° TCH 22′.
RWY 06–24: 3600X50 (TURF–DIRT)
RWY 06: Fence.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. For service other times call 307–782–3780. Fuel avbl by 24 hr card service. Rwy 06–24 unmaintained. Numerous prairie dog holes, sage brush and depressions on sfc. Rwy 04–22 and Rwy 06–24 CLOSED winter months except for ski equipment acft, dirt/turf rwys not maintained. Rwy 06 +3′ metal structure at thld 58′ left. Rwy 04–22 lgts irregular spacing due to broken and missing lgts. Rwy 04–22 extensive cracking, uneven surface, and vegetation. Rwy 04 and Rwy 22 markings almost completly faded. 3′–5′ snow banks on S side of Rwy 04–22 Nov–Mar. Rwy 04–22 plowed winter months. Rwy 22 REIL OTS indef. VASI Rwy 22 OTS indef. Wind indicator lgt OTS indef. ACTIVATE MIRL Rwy 04–22, and REIL Rwy 22, and VASI Rwy 22–CTAF.
WEATHER DATA SOURCES: AWOS–2 118.8 (307) 782–3226.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (CASPER RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
(L) VORW/DME 108.6 FBR Chan 23 N41°22.71′ W110°25.45′ 028° 1.2 NM to fld. 7060/14E.



GENERAL BREES FLD (See LARAMIE)

RNAV (GPS) RWY 22

FORT BRIDGER (FBR)

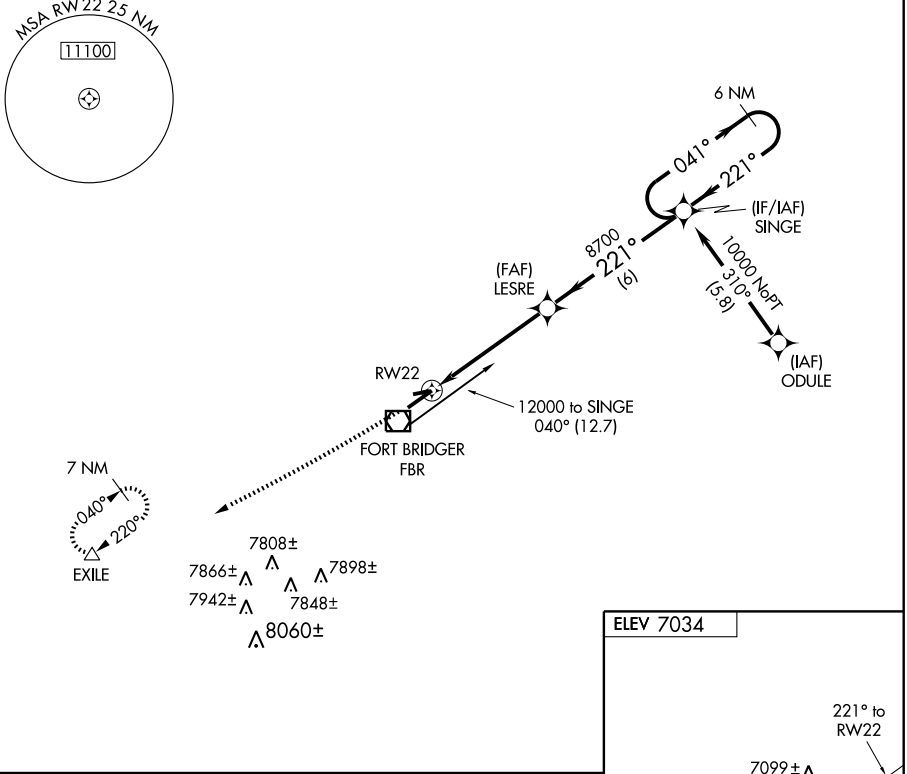
APP CRS	Rwy Idg	6402
221°	TDZE	7018
	Apt Elev	7034

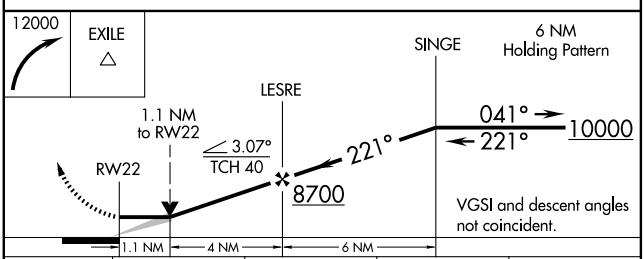
T A NA

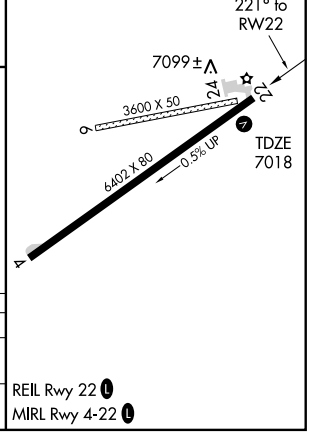
GPS or RNP 0.3 required.
DME/DME RNP 0.3 NA

MISSED APPROACH: Climbing right turn to 12000 direct EXILE WP and hold.

AWOS-2	CASPER RADIO	UNICOM
118.8	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7360-1 342 (400-1)			7360-1¼ 342 (400-1¼)
CIRCLING	7480-1 446 (500-1)	7500-1 466 (500-1)	7500-1½ 466 (500-1½)	7600-2 566 (600-2)

REIL Rwy 22 L
MIRL Rwy 4-22 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

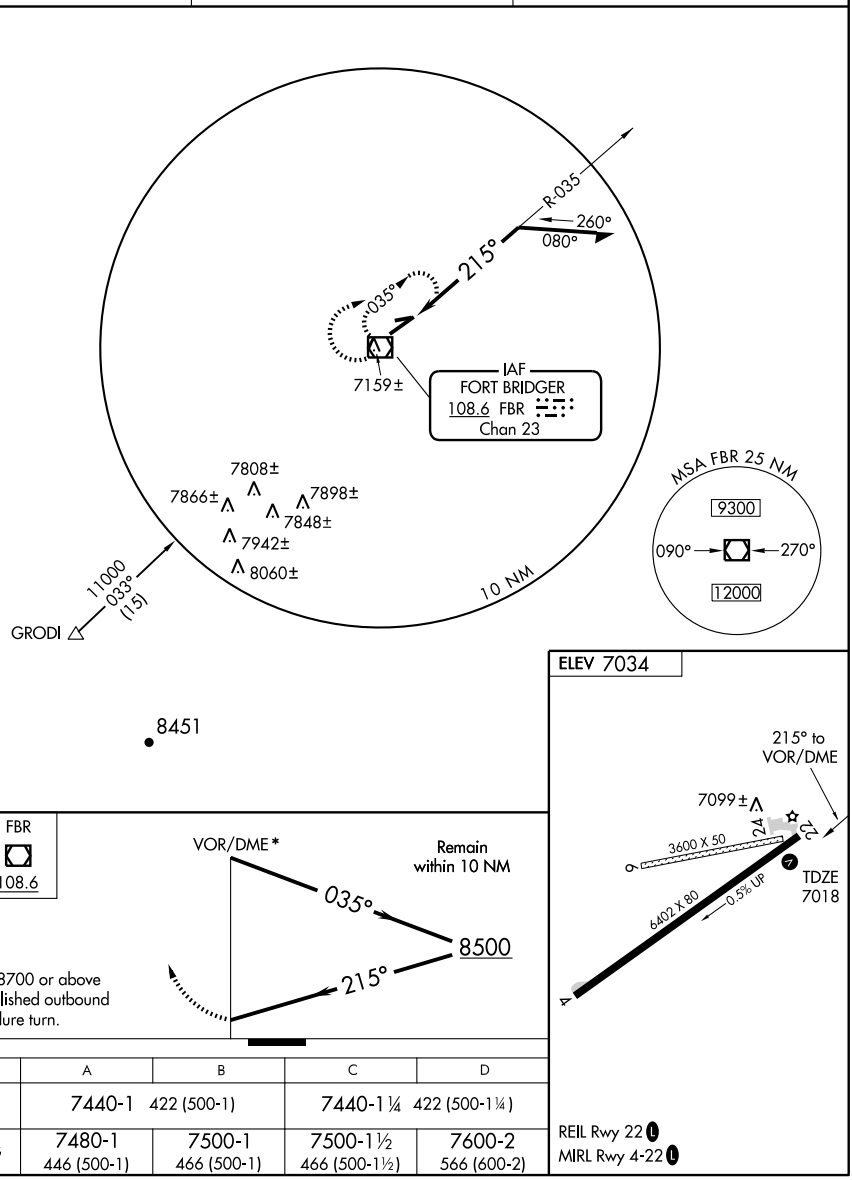
VOR/DME FBR 108.6 Chan 23	APP CRS 215°	Rwy Idg 6402 TDZE 7018 Apt Elev 7034

VOR RWY 22
FORT BRIDGER (FBR)

T
A NA — If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 9000 in FBR VOR/DME holding pattern.

AWOS-2	CASPER RADIO	UNICOM
118.8	122.3	122.8 (CTAF) L



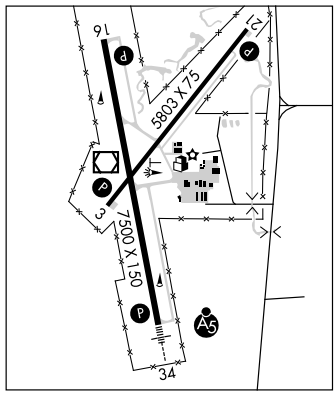
CATEGORY	A	B	C	D
S-22	7440-1 422 (500-1)		7440-1¼ 422 (500-1¼)	
CIRCLING	7480-1 446 (500-1)	7500-1 466 (500-1)	7500-1½ 466 (500-1½)	7600-2 566 (600-2)

REIL Rwy 22 L
MIRL Rwy 4-22 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

GILLETTE–CAMPBELL CO (GCC) 4 NW UTC−7(−6DT) N44°20.94′ W105°32.36′ **CHEYENNE**
4365 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—See Remarks **H–1E, 2F, L–12F, 13E**
Class II, ARFF Index A NOTAM FILE GCC **IAP**

RWY 16–34: H7500X150 (CONC–GRVD) S–60, D–110, 2S–139, 2D–160 HIRL 0.4% up SE
RWY 16: REIL. PAPI(P4L)—GA 3.17° TCH 43′. Road.
RWY 34: MALSR. PAPI(P4L)—GA 3.2° TCH 56′. P–line.
RWY 03–21: H5803X75 (CONC–GRVD) S–40 MIRL
0.4% up SW
RWY 03: REIL. PAPI(P4L)—GA 4.0° TCH 41′.
RWY 21: REIL. PAPI(P4L)—GA 4.0° TCH 39′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–5803	TODA–5803	ASDA–5803	LDA–5803
RWY 16:	TORA–7500	TODA–7500	ASDA–7500	LDA–7500
RWY 21:	TORA–5803	TODA–5803	ASDA–5803	LDA–5803
RWY 34:	TORA–7500	TODA–7500	ASDA–7500	LDA–7500

AIRPORT REMARKS: Attended 1300–0500Z‡. 24 hr self service credit card fuel avbl. Migratory waterfowl invof arpt. Mining/blasting ops ½ mile NE AER 21 during dalgt hours ctc twr. TPA—5165 (800) for light acft, 5565(1200) for large acft. PPR unscheduled air carrier operations with more than 30 passenger seats call arpt manager 307–686–1042. Portions of Twy C not visible from twr. When twr closed ACTIVATE HIRL Rwy 16–34, MIRL Rwy 03–21, MALSR Rwy 34, PAPI Rwy 03, Rwy 21, Rwy 16 and Rwy 34—CTAF. When twr closed sequence flashers Rwy 34 available on high setting only, REIL Rwy 03, Rwy 21 and Rwy 16 not available.
WEATHER DATA SOURCE: ASOS 124.175 (307) 682–1745. SAWRS (1300–0500Z‡).
COMMUNICATIONS: CTAF 118.5 **UNICOM** 122.95
RCO 122.3 (CASPER RADIO)
DENVER CENTER APP/DEP CON 135.6
TOWER 118.5 (1300–0500Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GCC.
(H) VORW/DME 114.6 GCC Chan 93 N44°20.87′ W105°32.61′ at fld. 4334/12E.
VOR unusable:
250°–275° byd 20 NM below 8000′
DME unusable:
160°–190° byd 25 NM below 10,300′ 190°–265° byd 30 NM below 13,000′
190°–265° byd 20 NM below 8000′ 265°–330° byd 22 NM below 10,500′
DERYK NDB (MHW) 380 GC N44°16.25′ W105°31.33′ 339° 4.7 NM to fld. Unmonitored 0500–1300Z‡.
ILS/DME 110.1 I–LLT Chan 38 Rwy 34. Class IT. GS unusable byd 8 NM.

GLENDO

THOMAS MEM (76V) 1 N UTC−7(−6DT) N42°31.13′ W105°01.15′ **CHEYENNE**
4665 NOTAM FILE CPR
RWY 16–34: 4397X70 (DIRT–TURF)
RWY 16: Tree. **RWY 34:** Road.
AIRPORT REMARKS: Unattended. CAUTION: occasional antelope on rwy. Ctc arpt manager 307–921–9623 prior to use for surface condition. Rwy 16–34 first 500′ SE end very rough and 1+′ grass entire length of rwy. Rwy 16–34 muddy, slick and soft when wet, occasional gopher holes.
COMMUNICATIONS: CTAF 122.9

GREEN RIVER

GTR GREEN RIVER INTERGALACTIC SPACEPORT (48U) 4 S UTC−7(−6DT) **SALT LAKE CITY**
N41°27.48′ W109°29.42′
7182 NOTAM FILE CPR
RWY 04–22: 5800X130 (DIRT)
AIRPORT REMARKS: Unattended. Uncontrolled vehicle access. Rwy soft when wet. Deep ruts and tall grass full length of rwy. 3′ berm near rwy edges entire length of rwy. Rwy 04–22 width may vary based on grading. Airport on top of mountain, land descends very steeply from rwy ends. No line of sight between rwy ends. No snow removal avbl.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-LLT	APP CRS	Rwy Idg	7500
110.1	338°	TDZE	4365
Chan 38		Apt Elev	4365

ILS or LOC RWY 34

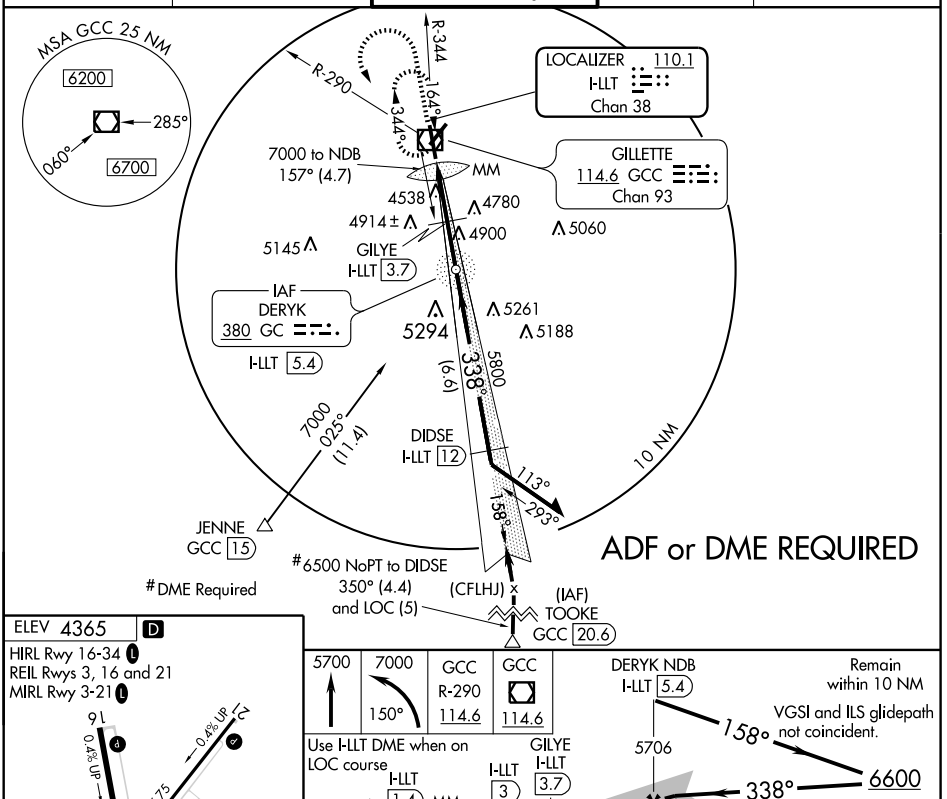
GILLETTE-CAMPBELL COUNTY (GCC)

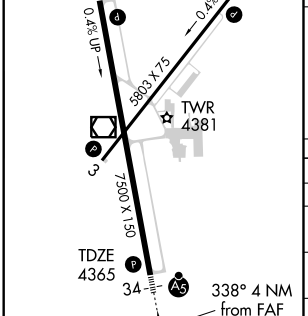
For inoperative MALSR, increase S-LOC Cat A, and GILYE FIX MINIMUMS S-LOC Cat A/B visibilities to 1. Inoperative table does not apply to S-ILS 34. When VGSI inoperative, circling Rwy 3 NA at night. If local altimeter setting not received, procedure NA. ADF or DME required.

MALSR

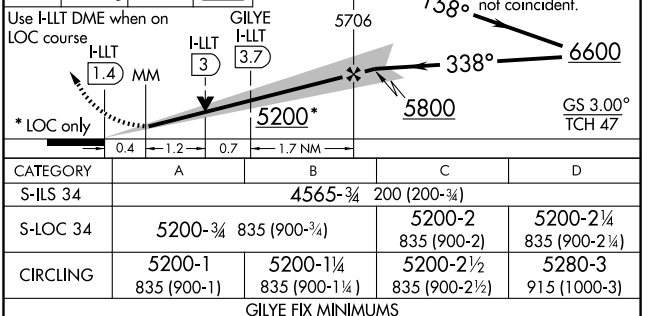
MISSED APPROACH: Climb to 5700 then climbing left turn to 7000 via heading 150° and GCC VOR/DME R-290 to GCC VOR/DME and hold, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	GILLETTE TOWER ★	GND CON	UNICOM
124.175	135.6 363.025	118.5 (CTAF) L	121.7	122.95





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 34	4565-¾ 200 (200-¾)			
S-LOC 34	5200-¾ 835 (900-¾)		5200-2 835 (900-2)	5200-2¼ 835 (900-2¼)
CIRCLING	5200-1 835 (900-1)	5200-1¼ 835 (900-1¼)	5200-2½ 835 (900-2½)	5280-3 915 (1000-3)
GILYE FIX MINIMUMS				
S-LOC 34	4940-¾ 575 (600-¾)		4940-1 575 (600-1)	4940-1¼ 575 (600-1¼)
CIRCLING	5040-1 675 (700-1)		5120-2¼ 755 (800-2¼)	5280-3 915 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

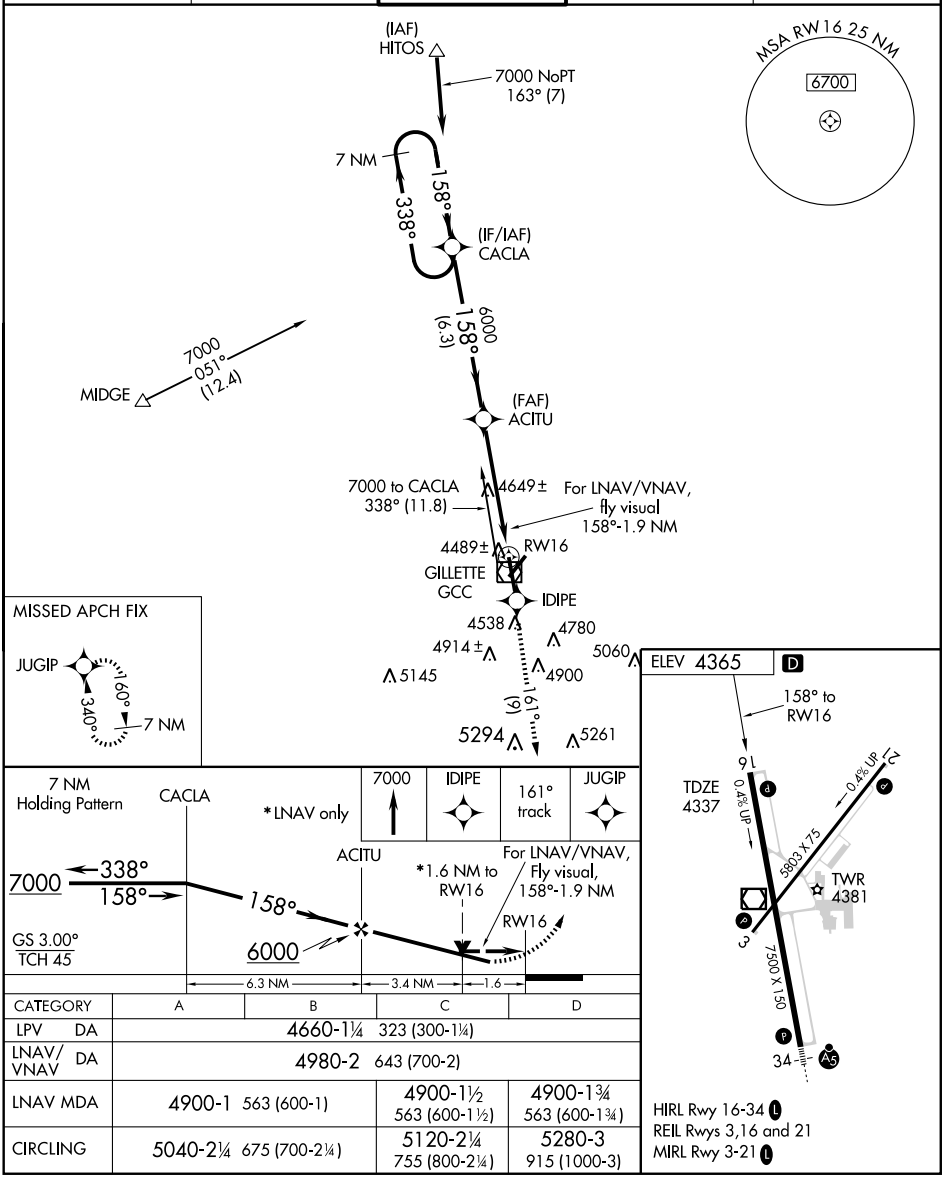
WAAS	APP CRS	Rwy Idg	7500
CH 86221	158°	TDZE	4337
W16A		Apt Elev	4365

RNAV (GPS) RWY 16
GILLETTE-CAMPBELL COUNTY (GCC)

DME/DME RNP- 0.3 NA. Baro-VNAV NA below -23°C (-9°F).
If local altimeter setting not received, procedure NA.
When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 7000 direct IDIPE and via 161° track to JUGIP and hold.

ASOS	DENVER CENTER	GILLETTE TOWER ★	GND CON	UNICOM
124.175	135.6 363.025	118.5 (CTAF) L	121.7	122.95



CATEGORY	A	B	C	D
LPV DA	4660-1¼ 323 (300-1¼)			
LNAV/VNAV DA	4980-2 643 (700-2)			
LNAV MDA	4900-1 563 (600-1)		4900-1½ 563 (600-1½)	4900-1¾ 563 (600-1¾)
CIRCLING	5040-2¼ 675 (700-2¼)		5120-2¼ 755 (800-2¼)	5280-3 915 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 34

GILLETTE-CAMPBELL COUNTY (GCC)

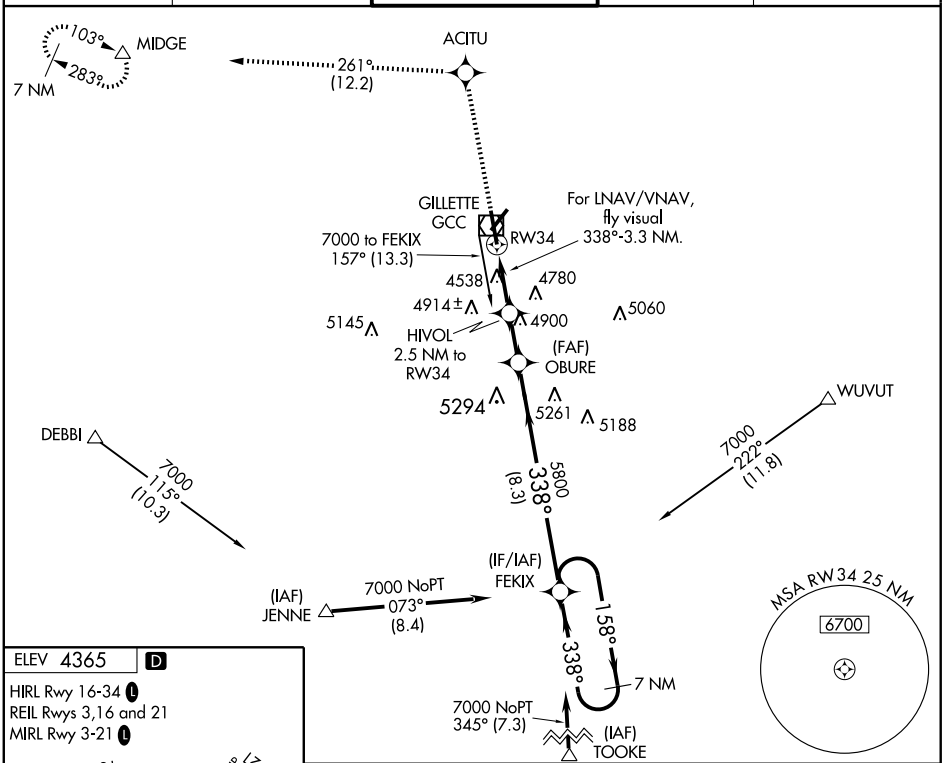
WAAS	APP CRS	Rwy Idg	7500
CH 86204	338°	TDZE	4365
W34A		Apt Elev	4365

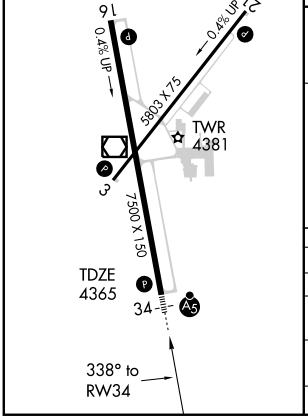
Inoperative table does not apply to LPV and LNAV/VNAV. For inoperative MALSR, increase LNAV Cat A visibility to 1. When VGSI inoperative, Circling Rwy 3 NA at night. If local altimeter setting not received, procedure NA. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -23°C (-9°F)

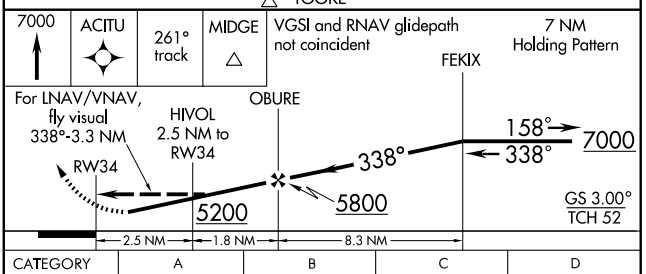
MALSR

MISSED APPROACH: Climb to 7000 direct ACITU and via 261° track to MIDGE and hold.

ASOS	DENVER CENTER	GILLETTE TOWER★	GND CON	UNICOM
124.175	135.6 363.025	118.5 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	4620-¾ 255 (300-¾)			
LNAV/VNAV DA	5480-2 1115 (1200-2)		5480-3 1115 (1200-3)	
LNAV MDA	5120-¾ 755 (800-¾)		5120-1¾ 755 (800-1¾)	5120-2 755 (800-2)
CIRCLING	5480-4 1115 (1200-4)			

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME GCC 114.6 Chan 93	APP CRS 158°	Rwy Idg 7500 TDZE 4337 Apt Elev 4365

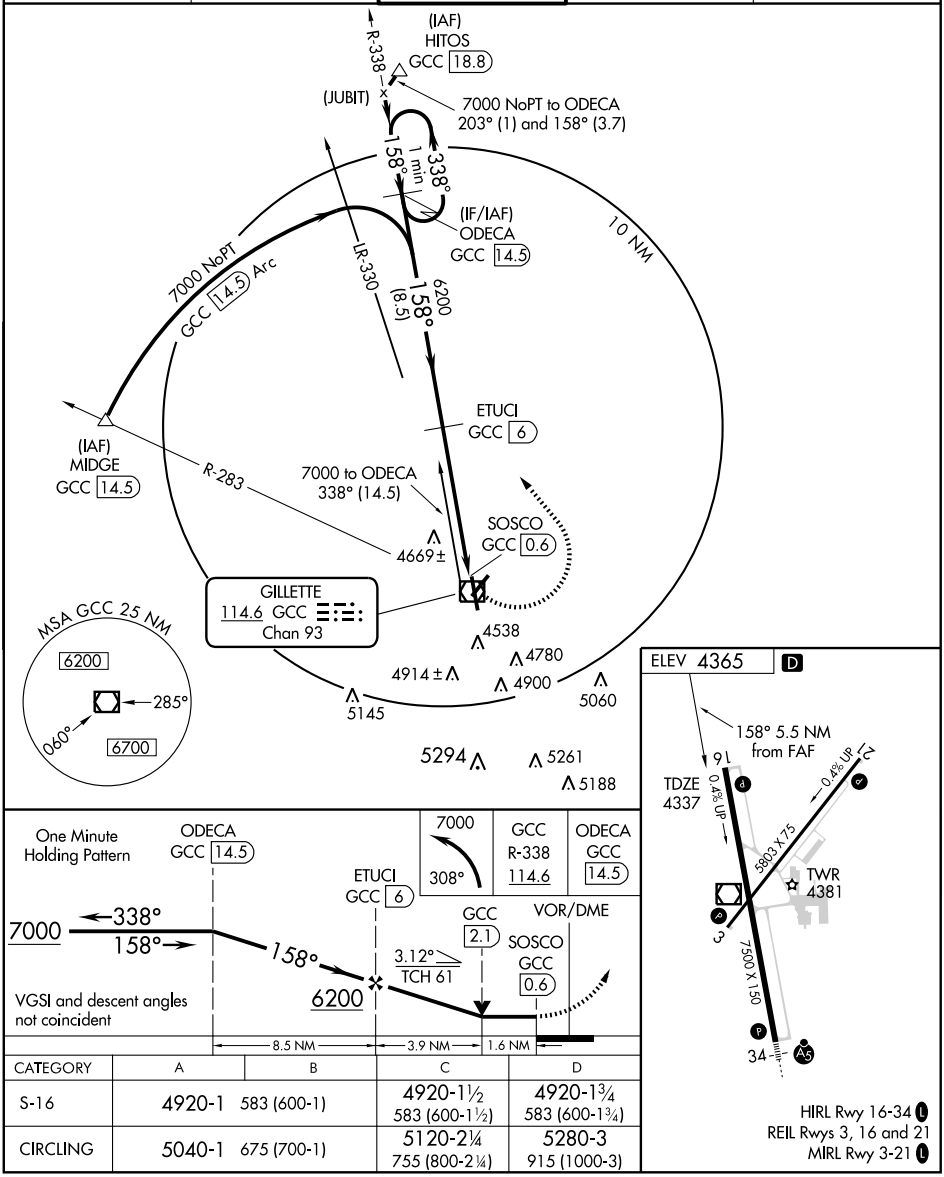
VOR/DME RWY 16

GILLETTE-CAMPBELL COUNTY (GCC)

Visibility reduction by helicopters NA.
If local altimeter setting not received, procedure NA.
When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climbing left turn to 7000 via heading 308° and GCC R-338 to ODECA/14.5 DME and hold.

ASOS	DENVER CENTER	GILLETTE TOWER ★	GND CON	UNICOM
124.175	135.6 363.025	118.5 (CTAF) L	121.7	122.95



CATEGORY	A	B	C	D
S-16	4920-1	583 (600-1)	4920-1½ 583 (600-1½)	4920-1¾ 583 (600-1¾)
CIRCLING	5040-1	675 (700-1)	5120-2¼ 755 (800-2¼)	5280-3 915 (1000-3)

HIRL Rwy 16-34 L
REIL Rwys 3, 16 and 21
MIRL Rwy 3-21 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME GCC 114.6 Chan 93	APP CRS 334°	Rwy Idg 7500 TDZE 4365 Apt Elev 4365

VOR/DME RWY 34

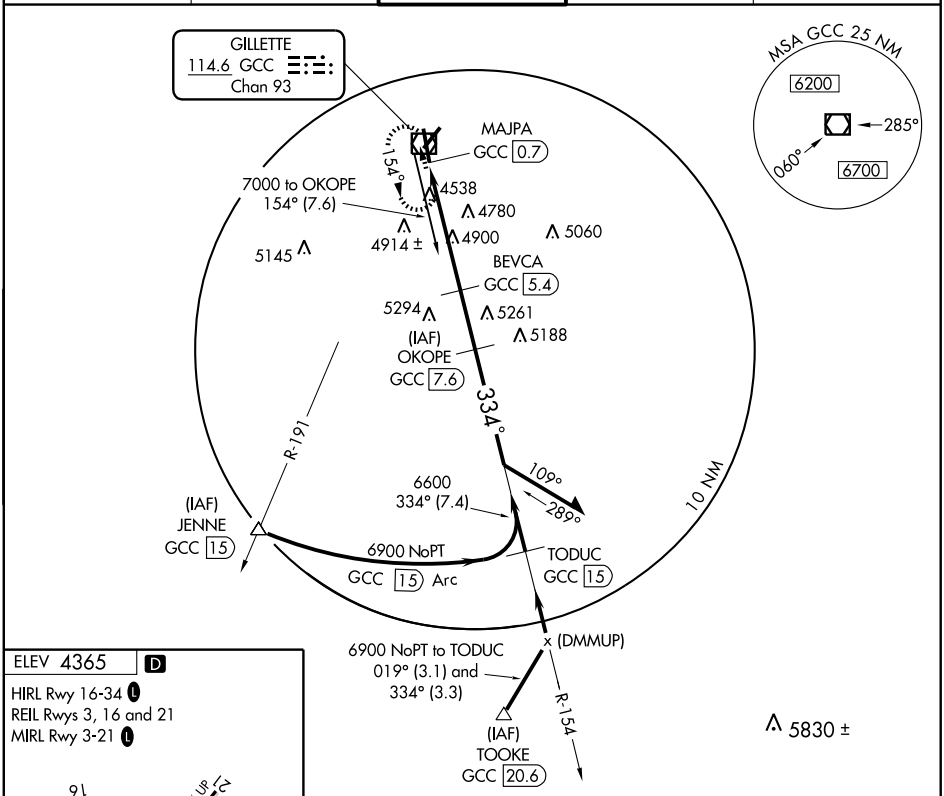
GILLETTE-CAMPBELL COUNTY (GCC)

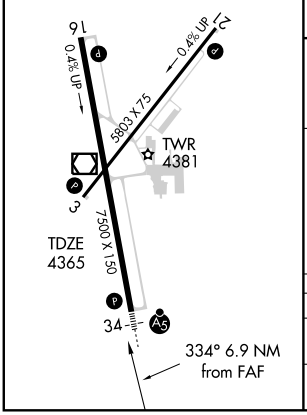
T For inoperative MALSR, increase S-34 Cat A visibility to 1.
A When VGSI inoperative, Circling Rwy 3 NA at night.
If local altimeter setting not received, procedure NA.

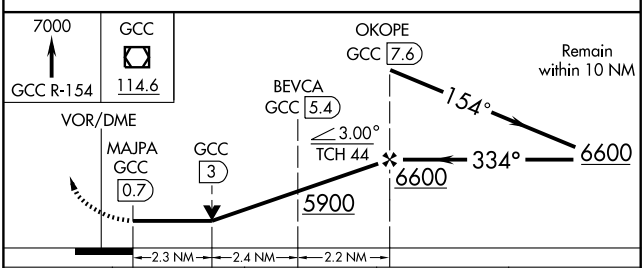
MALSR

MISSED APPROACH: Climb to 7000 via GCC VOR/DME R-154 to GCC VOR/DME and hold, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	GILLETTE TOWER★	GND CON	UNICOM
124.175	135.6 363.025	118.5 (CTAF) L	121.7	122.95





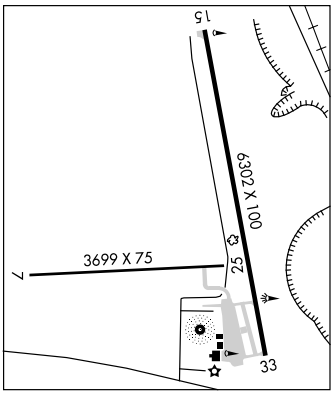


CATEGORY	A	B	C	D
S-34	5200-¾ 835 (900-¾)		5200-2 835 (900-2)	5200-2¼ 835 (900-2¼)
CIRCLING	5200-1 835 (900-1)	5200-1¼ 835 (900-1¼)	5200-2½ 835 (900-2½)	5280-3 915 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

GREYBULL

SOUTH BIG HORN CO (GEY) 2 NW UTC−7(−6DT) N44°31.01′ W108°04.97′ **BILLINGS**
3939 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE GEY **H–1E, L–13D**
RWY 15–33: H6302X100 (ASPH–PFC) S–85, D–150, 2S–175, 2D–290 MIRL **IAP**
RWY 07–25: H3699X75 (ASPH) S–12.5 0.6% up W



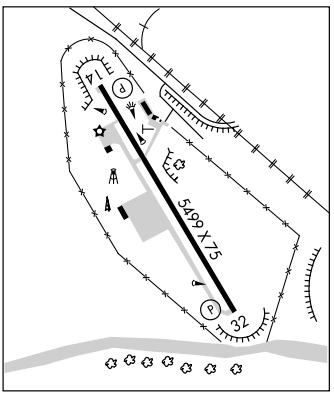
AIRPORT REMARKS: Attended Mon–Fri 1430–2330Z‡. For svc after hrs call 307–765–9214. Fuel 24 hr credit card service avbl. JET A avbl during attendance hrs. After hrs call numbers posted on north side of terminal building. Antelope on and invof rwy. Terrain 1066′ abv arpt elevation 4–5 miles N and NE of arpt. No location or directional signage on arpt. Rwy 15 VASI OTS indef. ACTIVATE MIRL Rwy 15–33—122.8.
WEATHER DATA SOURCES: ASOS 135.325 (307) 765–9406.
COMMUNICATIONS: CTAF 122.9
SALT LAKE CENTER APP/DEP CON 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE WRL.
WORLAND (L) VORW/DME 114.8 RLY Chan 95 N43°57.85′ W107°57.05′ 337° 33.6 NM to fld. 4190/13E.
GREYBULL NDB (MHW) 275 GEY N44°30.69′ W108°04.98′ at fld. NOTAM FILE GEY.

GREYBULL N44°30.69′ W108°04.98′. NOTAM FILE GEY. **BILLINGS**
NDB (MHW) 275 GEY at South Big Horn Co. **L–13D**

GTR GREEN RIVER INTERGALACTIC SPACEPORT (See GREEN RIVER)

GUERNSEY

CAMP GUERNSEY (7V6) (K7V6) CIV/MIL 1 SE UTC−7(−6DT) N42°15.58′ W104°43.70′ **CHEYENNE**
4400 B S2 **FUEL** 100LL NOTAM FILE CPR **H–3E, 5A, L–12F**
RWY 14–32: H5499X75 (ASPH–PFC) D–175 PCN 49 R/B/W/T MIRL (NSTD) 1.3% up NW **IAP**
RWY 14: PAPI(P4L)—GA 3.3° TCH 38′.
RWY 32: PAPI(P4L)—GA 3.3° TCH 38′. Rgt tfc.



MILITARY SERVICE: FUEL J8 (Mil) (NC–100LL)
AIRPORT REMARKS: Attended 1500–0000Z‡. Fuel avbl 24 hr credit card service. Deer and antelope on and invof rwy. 40′ drop off on both approach ends of rwy. Rwy 14–32 25′ asphalt non–weight bearing shoulder. Fixed wing acft ground operations limited to rwy sfc only, no off rwy parking available. Rwy 14–32 NSTD MIRL, thld lights only, 3 lights each side. Rwy 32 has NPI approach, markings are basic. Parallel twy for civilian and military use. Air/Ground equipment and Crash Rescue available at ETA/ETD if required with PPR. ACTIVATE MIRL Rwy 14–32—CTAF.
MILITARY REMARKS: RSTD All transient acft PPR DSN 388–7832/7810. **CAUTION:** C130 must use concrete turn around at each thld or center intersection. Extensive helicopter and C130 operations year round. Extensive military rotor wing and C130 fixed wing operations year round. Fixed wing acft over 12,500 lbs must use concrete turnarounds at each thld and center of Rwy 14–32. **TFC PAT** Fixed wing turbo 5900′. Rotary Wing. 5100′. **MISC** R–7001 A,B,C 6 NM northwest. Small arms range 1 NM south. **ARNG** No transient maintenance.
COMMUNICATIONS: CTAF/UNICOM 122.7
DENVER CENTER APP/DEP CON 135.6 363.025
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.
HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 126° 33.4 NM to fld. 4906/12E.
NDB (HW) 280 GYZ N42°14.40′ W104°42.86′ 321° 1.3 NM to fld. NOTAM FILE CPR. Unusable 110°–120° byd 25 NM blo 6500′; 195°–280°.

HARFORD FLD (See CASPER)

HIPSHER N42°40.57′W105°13.57′ NOTAM FILE DGW. **CHEYENNE**
(L) VORW/DME 108.6 IIP Chan 23 304° 10.1 NM to Converse Co. 4906/12E. **L–12F**

NDB GEY 275	APP CRS 318°	Rwy Idg 6302 TDZE 3913 Apt Elev 3939

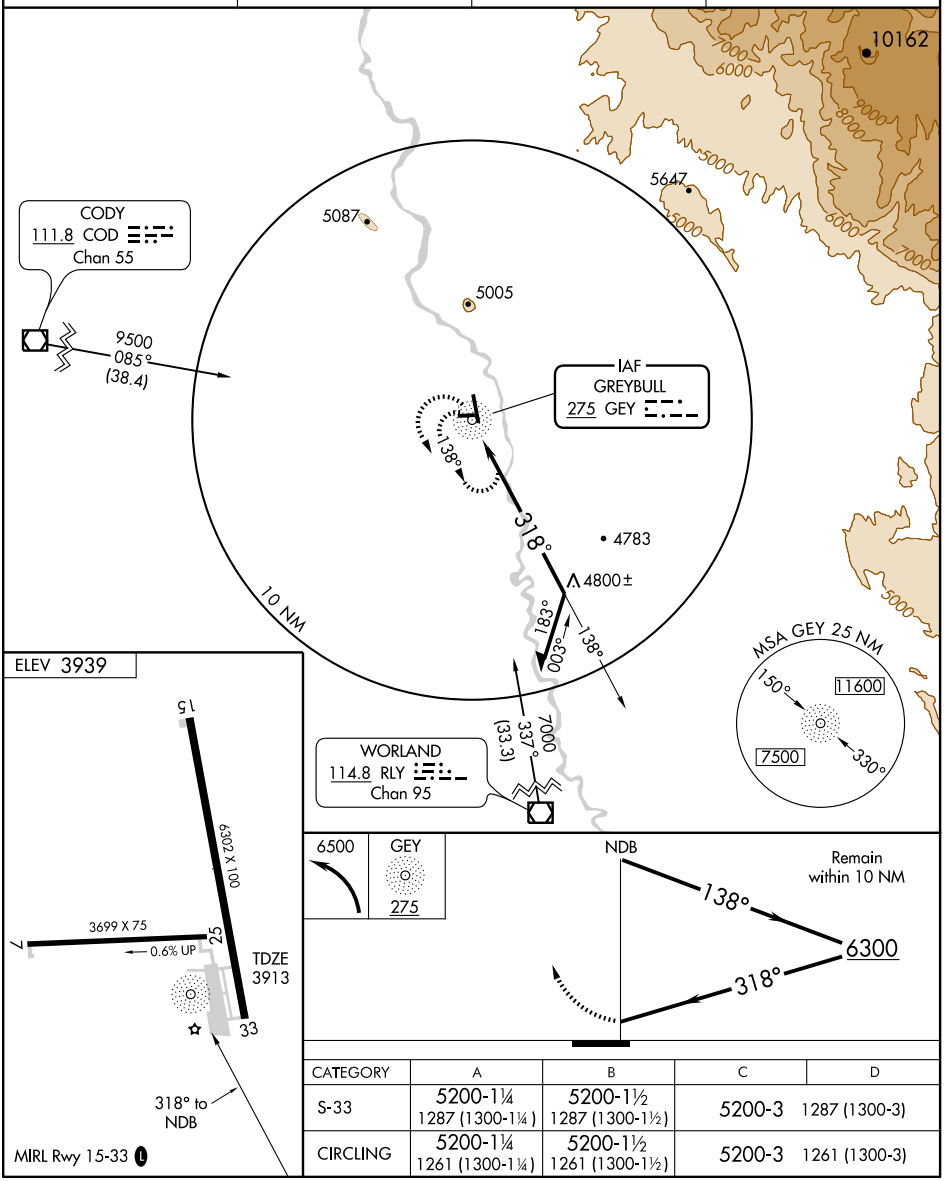
NDB RWY 33

GREYBULL/SOUTH BIG HORN COUNTY (GEY)

▼ NA — If local altimeter setting not received, use Worland altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopter NA.

MISSED APPROACH: Climbing left turn to 6500 in GEY NDB holding pattern.

ASOS	SALT LAKE CENTER	CTAF	122.8 (L)
135.325	133.25 285.6	122.9	



CATEGORY	A	B	C	D
S-33	5200-1¼ 1287 (1300-1¼)	5200-1½ 1287 (1300-1½)	5200-3	1287 (1300-3)
CIRCLING	5200-1¼ 1261 (1300-1¼)	5200-1½ 1261 (1300-1½)	5200-3	1261 (1300-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	N/A
073°	TDZE	N/A
	Apt Elev	3939

RNAV (GPS)-A

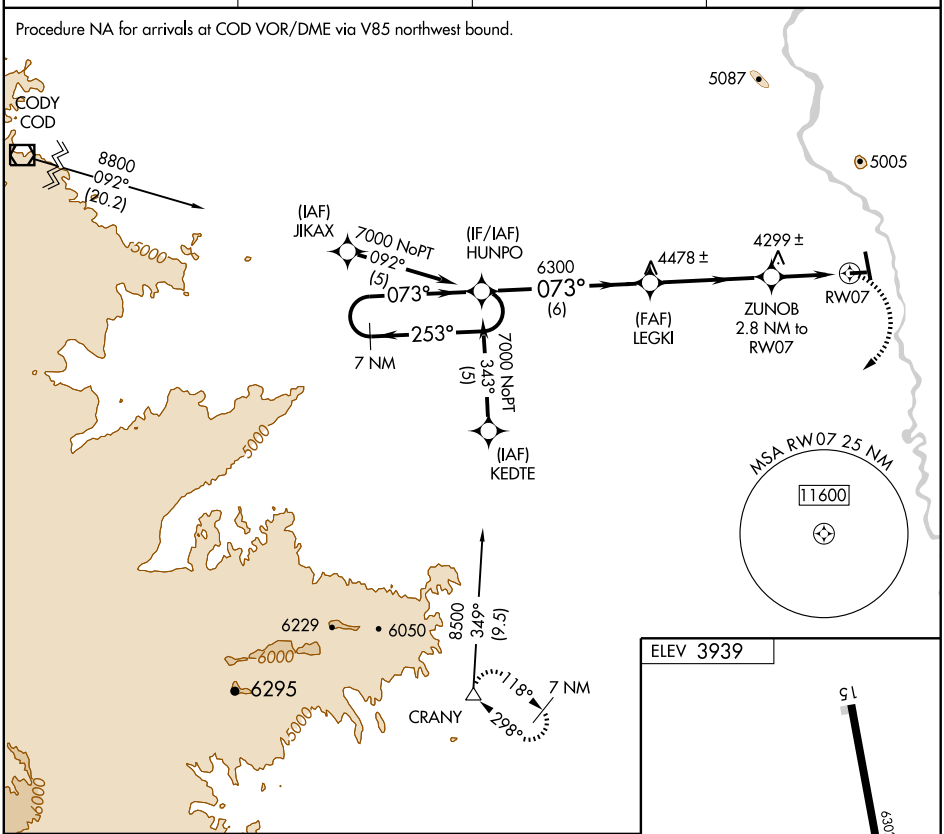
GREYBULL/ SOUTH BIG HORN COUNTY (GEY)

DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Worland Muni altimeter setting and increase all MDAs 120 feet.
Circling to Rwy 7/25 NA at night.

MISSED APPROACH: Climbing right turn to 9000 direct CRANY and hold, continue climb-in-hold to 9000.

ASOS	SALT LAKE CENTER	CTAF	
135.325	133.25 285.6	122.9	122.8 L

Procedure NA for arrivals at COD VOR/DME via V85 northwest bound.



CATEGORY	A	B	C	D
CIRCLING	4560-1 621 (700-1)	4580-1 641 (700-1)	NA	

MIRL Rwy 15-33 L

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6302
335°	TDZE	3913
	Apt Elev	3939

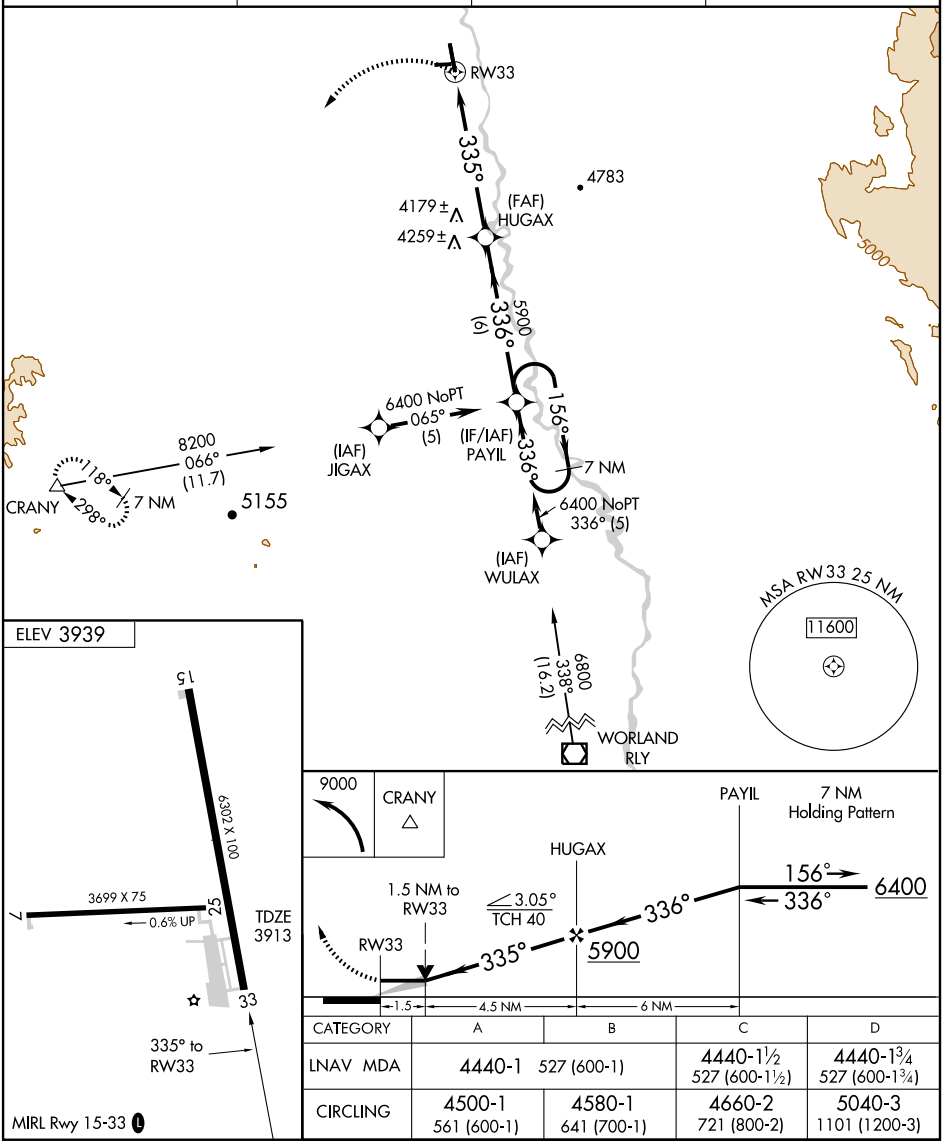
RNAV (GPS) RWY 33

GREYBULL/ SOUTH BIG HORN COUNTY (GEY)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Worland Muni altimeter setting and increase all MDAs 120 feet. VDP NA when using Worland altimeter setting. Circling to Rwy 7/25 NA at night.

MISSED APPROACH: Climbing left turn to 9000 direct CRANY and hold, continue climb-in-hold to 9000.

ASOS	SALT LAKE CENTER	CTAF	122.8 L
135.325	133.25 285.6	122.9	

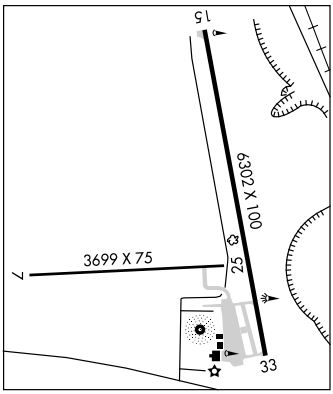


CATEGORY	A	B	C	D
LNAV MDA	4440-1 527 (600-1)		4440-1½ 527 (600-1½)	4440-1¾ 527 (600-1¾)
CIRCLING	4500-1 561 (600-1)	4580-1 641 (700-1)	4660-2 721 (800-2)	5040-3 1101 (1200-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

GREYBULL

SOUTH BIG HORN CO (GEY) 2 NW UTC−7(−6DT) N44°31.01′ W108°04.97′ **BILLINGS**
3939 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE GEY **H–1E, L–13D**
RWY 15–33: H6302X100 (ASPH–PFC) S–85, D–150, 2S–175, 2D–290 MIRL **IAP**
RWY 07–25: H3699X75 (ASPH) S–12.5 0.6% up W



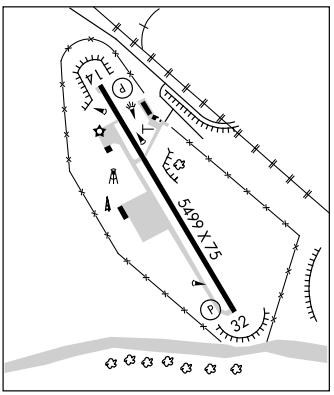
AIRPORT REMARKS: Attended Mon–Fri 1430–2330Z‡. For svc after hrs call 307–765–9214. Fuel 24 hr credit card service avbl. JET A avbl during attendance hrs. After hrs call numbers posted on north side of terminal building. Antelope on and invof rwy. Terrain 1066′ abv arpt elevation 4–5 miles N and NE of arpt. No location or directional signage on arpt. Rwy 15 VASI OTS indef. ACTIVATE MIRL Rwy 15–33—122.8.
WEATHER DATA SOURCES: ASOS 135.325 (307) 765–9406.
COMMUNICATIONS: CTAF 122.9
SALT LAKE CENTER APP/DEP CON 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE WRL.
WORLAND (L) VORW/DME 114.8 RLY Chan 95 N43°57.85′ W107°57.05′ 337° 33.6 NM to fld. 4190/13E.
GREYBULL NDB (MHW) 275 GEY N44°30.69′ W108°04.98′ at fld. NOTAM FILE GEY.

GREYBULL N44°30.69′ W108°04.98′. NOTAM FILE GEY. **BILLINGS**
NDB (MHW) 275 GEY at South Big Horn Co. **L–13D**

GTR GREEN RIVER INTERGALACTIC SPACEPORT (See GREEN RIVER)

GUERNSEY

CAMP GUERNSEY (7V6) (K7V6) CIV/MIL 1 SE UTC−7(−6DT) N42°15.58′ W104°43.70′ **CHEYENNE**
4400 B S2 **FUEL** 100LL NOTAM FILE CPR **H–3E, 5A, L–12F**
RWY 14–32: H5499X75 (ASPH–PFC) D–175 PCN 49 R/B/W/T MIRL (NSTD) 1.3% up NW **IAP**
RWY 14: PAPI(P4L)—GA 3.3° TCH 38′.
RWY 32: PAPI(P4L)—GA 3.3° TCH 38′. Rgt tfc.



MILITARY SERVICE: FUEL J8 (Mil) (NC–100LL)
AIRPORT REMARKS: Attended 1500–0000Z‡. Fuel avbl 24 hr credit card service. Deer and antelope on and invof rwy. 40′ drop off on both approach ends of rwy. Rwy 14–32 25′ asphalt non–weight bearing shoulder. Fixed wing acft ground operations limited to rwy sfc only, no off rwy parking available. Rwy 14–32 NSTD MIRL, thld lights only, 3 lights each side. Rwy 32 has NPI approach, markings are basic. Parallel twy for civilian and military use. Air/Ground equipment and Crash Rescue available at ETA/ETD if required with PPR. ACTIVATE MIRL Rwy 14–32—CTAF.
MILITARY REMARKS: RSTD All transient acft PPR DSN 388–7832/7810. **CAUTION:** C130 must use concrete turn around at each thld or center intersection. Extensive helicopter and C130 operations year round. Extensive military rotor wing and C130 fixed wing operations year round. Fixed wing acft over 12,500 lbs must use concrete turnarounds at each thld and center of Rwy 14–32. **TFC PAT** Fixed wing turbo 5900′. Rotary Wing. 5100′. **MISC** R–7001 A,B,C 6 NM northwest. Small arms range 1 NM south. **ARNG** No transient maintenance.
COMMUNICATIONS: CTAF/UNICOM 122.7
DENVER CENTER APP/DEP CON 135.6 363.025
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.
HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 126° 33.4 NM to fld. 4906/12E.
NDB (HW) 280 GYZ N42°14.40′ W104°42.86′ 321° 1.3 NM to fld. NOTAM FILE CPR. Unusable 110°–120° byd 25 NM blo 6500′; 195°–280°.

HARFORD FLD (See CASPER)

HIPSHER N42°40.57′W105°13.57′ NOTAM FILE DGW. **CHEYENNE**
(L) VORW/DME 108.6 IIP Chan 23 304° 10.1 NM to Converse Co. 4906/12E. **L–12F**

APP CRS	Rwy Idg	5499
321°	TDZE	4374
	Apt Elev	4400

GPS RWY 32

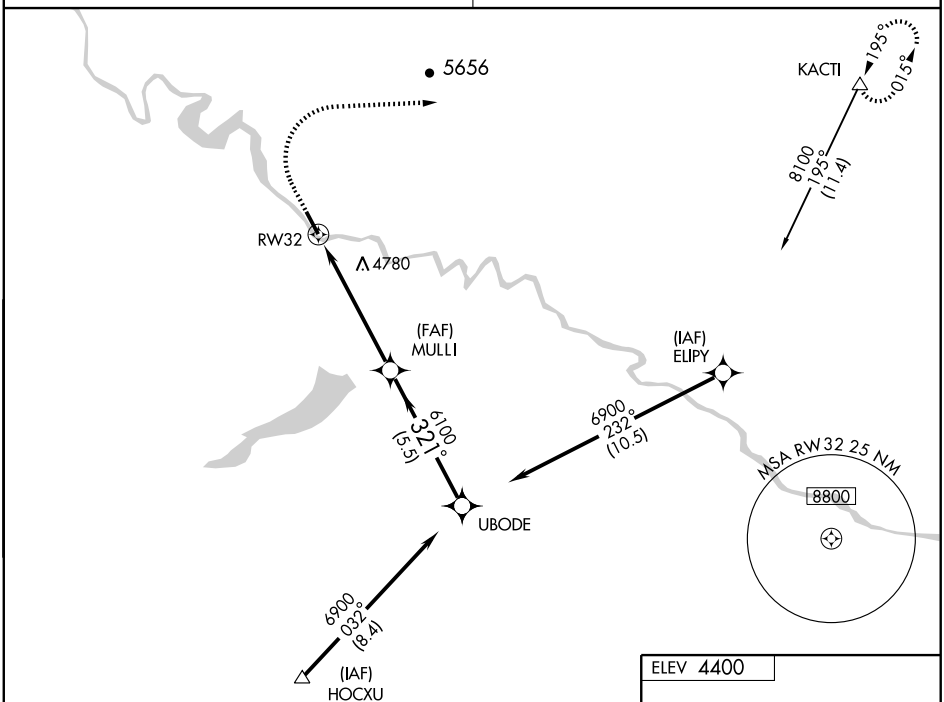
GUERNSEY/CAMP GUERNSEY (7V6)

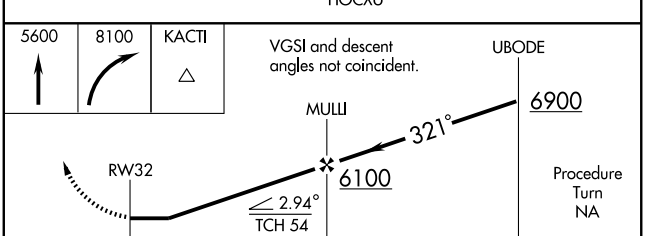
Obtain local altimeter setting on UNICOM, when not received use Scottsbluff, NE altimeter setting.
Descent angle NA when using Scottsbluff altimeter setting.

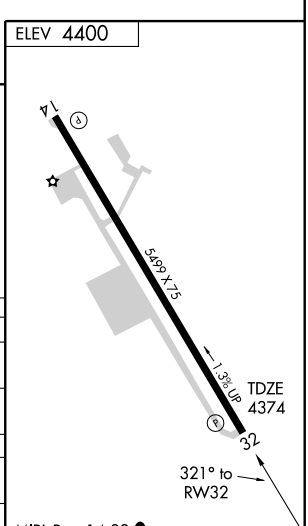
MISSED APPROACH: Climb to 5600 then climbing right turn to 8100 direct KACTI WP and hold.

DENVER CENTER
135.6 363.025

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
S-32	5040-1 666 (700-1)		5040-1¾ 666 (700-1¾)	5040-2 666 (700-2)
CIRCLING	5340-1¼ 940 (1000-1¼)	5340-1½ 940 (1000-1½)	5420-3 1020 (1100-3)	
SCOTTSBLUFF, NE ALTIMETER SETTING MINIMUMS				
S-32	5240-1 866 (900-1)		5240-2¾ 866 (900-2¾)	
CIRCLING	5540-1¼ 1140 (1200-1¼)	5540-1½ 1140 (1200-1½)	5620-3 1220 (1300-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

NDB GYZ 280	APP CRS 321°	Rwy Idg 5499 TDZE 4374 Apt Elev 4400

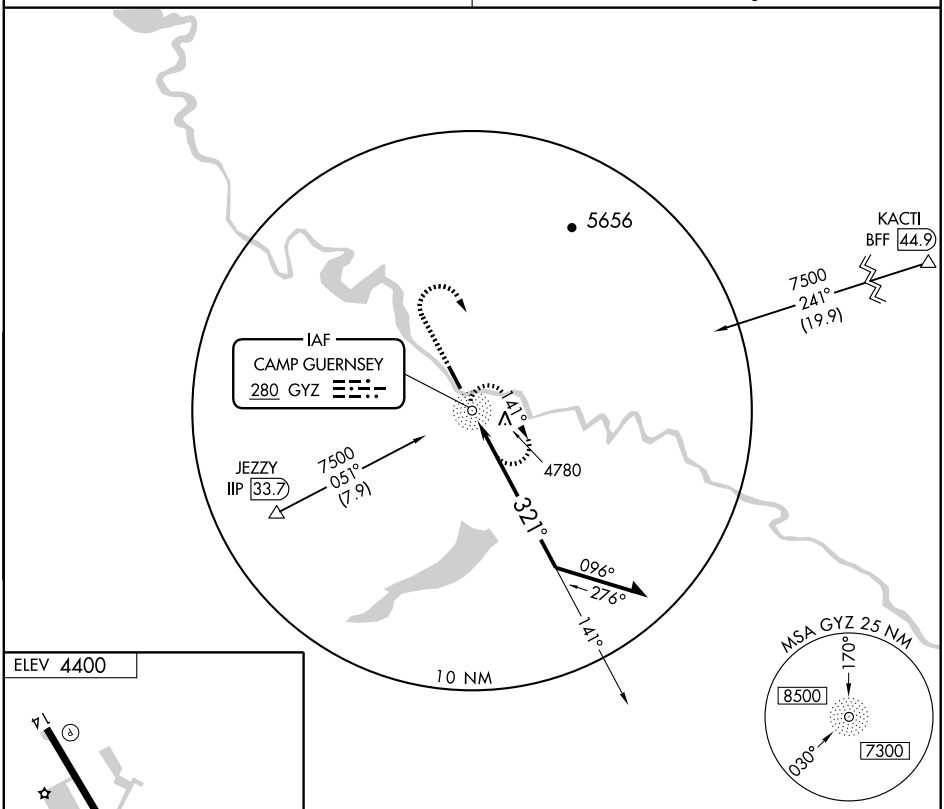
NDB RWY 32

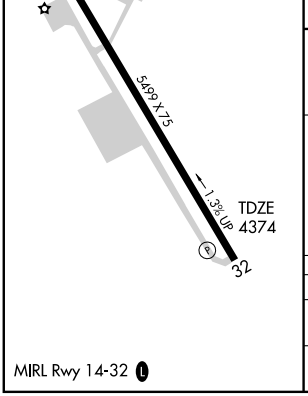
GUERNSEY/CAMP GUERNSEY (7V6)

T
ANA When control tower closed obtain local altimeter setting on UNICOM, when not received use Scottsbluff, NE altimeter setting and increase all MDAs 200 feet and increase CATs B and C visibilities ¼mile.

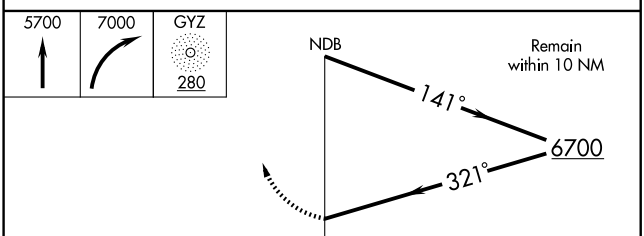
MISSED APPROACH: Climb to 5700 then climbing right turn to 7000 direct GYZ NDB and hold.

DENVER CENTER	UNICOM
135.6 363.025	122.7 (CTAF) L





MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
S-32	5280-1¼ 906 (900-1¼)		5280-2¾ 906 (900-2¾)	5280-3 906 (900-3)
CIRCLING	5340-1¼ 940 (1000-1¼)	5340-1½ 940 (1000-1½)	5420-3 1020 (1100-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010

HORSE N41°08.80′ W104°40.73′. NOTAM FILE CYS. CHEYENNE

NDB (LOM) 353 CY 263° 6.0 NM to Cheyenne Rgnl/Jerry Olson Fld. Unmonitored when twr clsd.

HOT SPRINGS CO–THERMOPOLIS MUNI (See THERMOPOLIS)

HULETT MUNI (W43) 2 SE UTC−7(−6DT) N44°39.77′ W104°34.07′ BILLINGS

4264 B **FUEL** 100LL NOTAM FILE CPR H–2G, L–12F, 13E

RWY 13–31: H5500X75 (ASPH) S–12.5 MIRL IAP

RWY 13: REIL. PAPI(P2L)—GA 4.00° TCH 40′.

RWY 31: REIL. PAPI(P2L)—GA 4.00° TCH 40′. Hill. Rgt tfc.

AIRPORT REMARKS: Unattended. 24 hr self service credit card fuel avbl. Radio controlled acft occasional opr 0.5 miles E of AER Rwy 31 blo 400′ AGL. Devils Tower National Monument located approximately 7 miles SW of arpt. Voluntary 2 mile flight avoidance radius in effect Jan–May and Jul–Dec. Voluntary 3 mile flight avoidance radius in effect in Jun. Retro–reflective markers along twys. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and Rwy 31—CTAF.

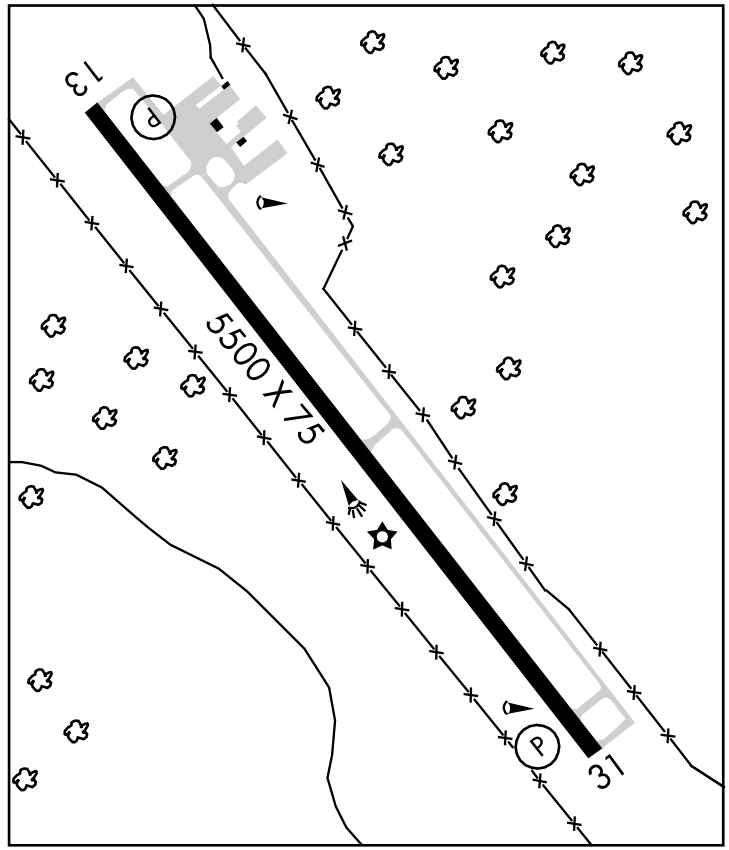
WEATHER DATA SOURCES: AWOS–3 128.775 (307) 467–5575.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE GCC.

GILLETTE (H) VORW/DME 114.6 GCC Chan 93 N44°20.87′ W105°32.61′ 053° 46.0 NM to fld. 4334/12E.



HUNT FLD (See LANDER)

APP CRS	Rwy Idg	N/A
014°	TDZE	N/A
	Apt Elev	4264

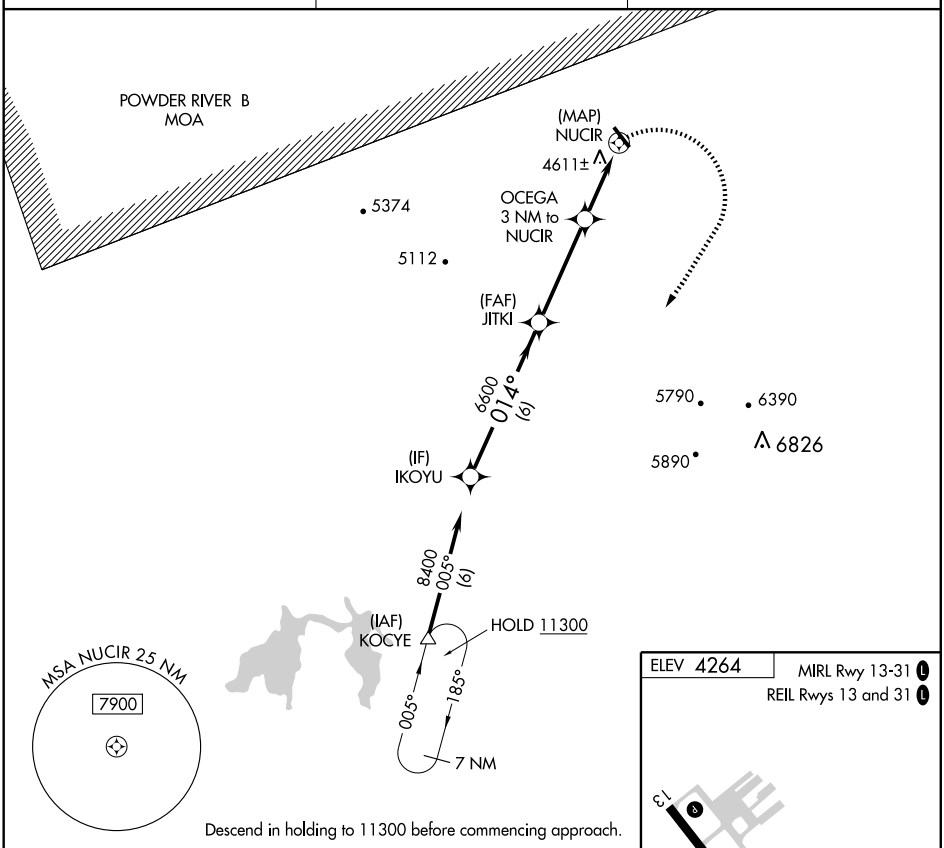
RNAV (GPS)-A

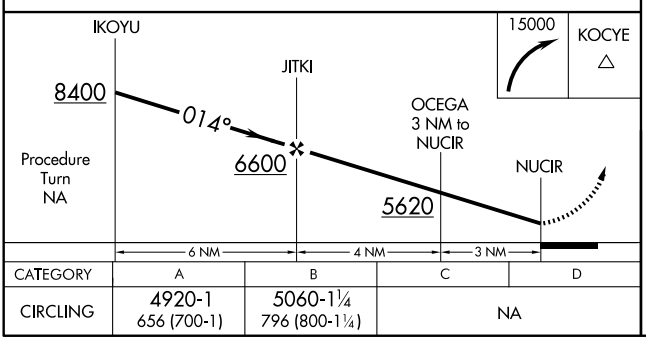
HULETT MUNI (W43)

Procedure NA at night. DME/DME RNP-0.3 NA.
NA If local altimeter setting not received, use Gillette altimeter setting and increase all MDAs 120 feet.

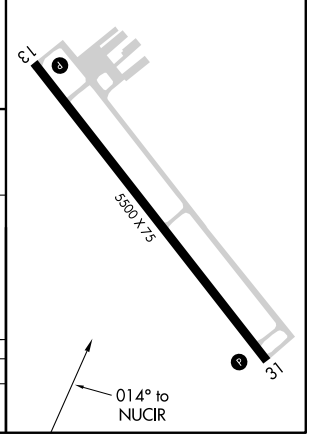
MISSED APPROACH: Climbing right turn to 15000 direct KOCYE and hold, continue climb-in-hold to 15000.

AWOS-3	DENVER CENTER	UNICOM
128.755	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	4920-1 656 (700-1)	5060-1¼ 796 (800-1¼)	NA	

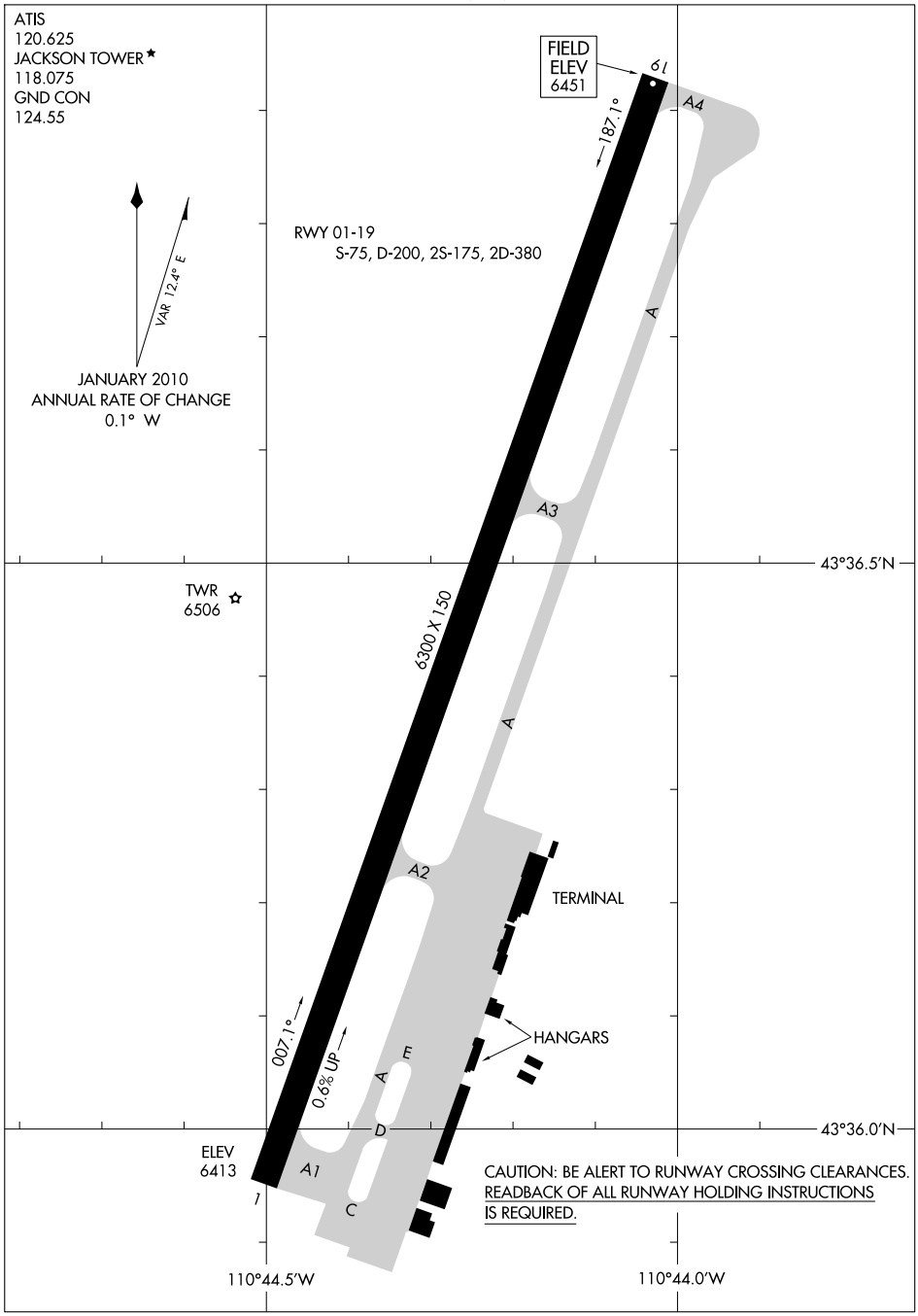


NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-504 (FAA)

JACKSON HOLE (JAC)
JACKSON, WYOMING

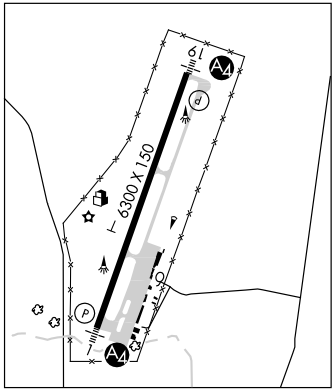


NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

JACKSON, WYOMING
JACKSON HOLE (JAC)

JACKSON HOLE (JAC) 7 N UTC−7(−6DT) N43°36.44′ W110°44.27′ **SALT LAKE CITY**
6451 B S4 **FUEL** 100, JET A OX 3 ARFF Index See Remarks. NOTAM FILE JAC **H–3D, L–11D**
RWY 01–19: H6300X150 (ASPH–PFC) S–75, D–200, 2S–175, 2D–380 HIRL 0.6% up N **IAP, AD**
RWY 19: MALS. PAPI(P4L)—GA 3.0° TCH 38′.
RWY 01: MALS. PAPI(P4L)—GA 3.0° TCH 50′. Road.



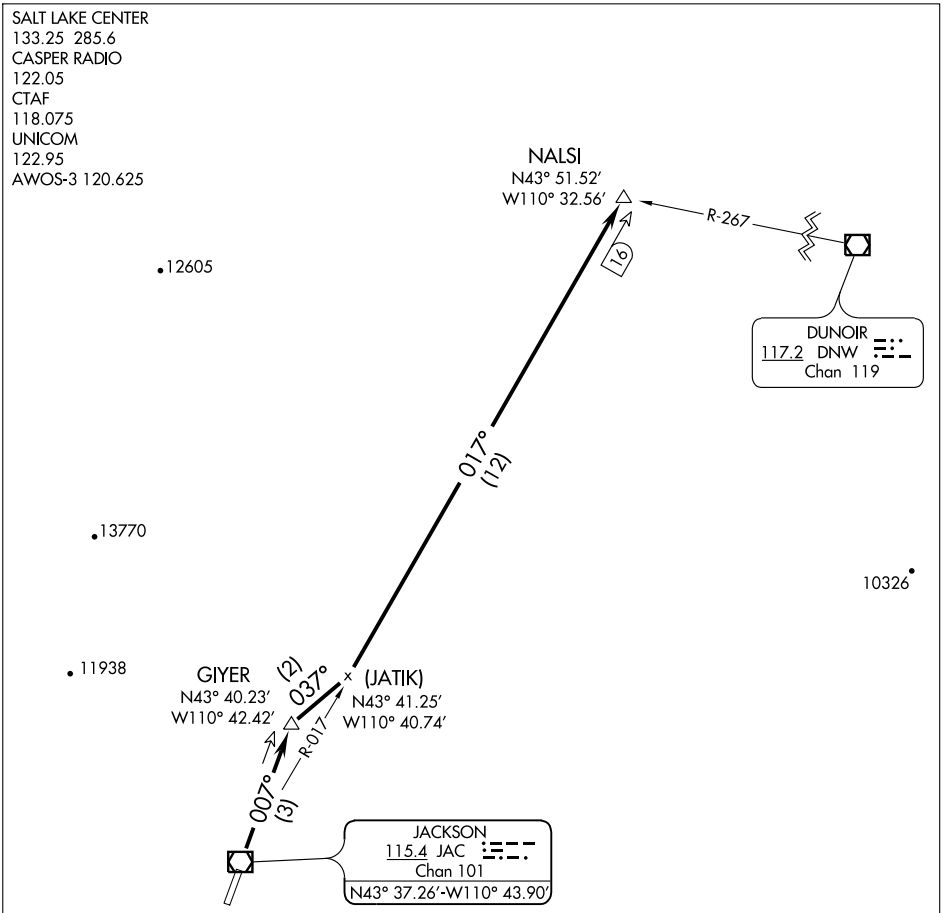
AIRPORT REMARKS: Attended 1300–0500Z‡. On call 24 hours phone 307–733–4767 or 307–739–1999. Class I, ARFF Index B. Only ARFF Index B avbl Jun 1 through Oct 31 and Apr 16 through May 30. ARFF avbl only during scheduled air carrier ops unless PPR. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 307–733–7682. PPR. Sage grouse on and in vicinity of arpt Apr–Oct. 35′–53′ trees 700′–800′ west of thld Rwy 01. Possible severe winter conditions from Nov–Apr check NOTAMS for arpt conditions, no arpt information nor snow removal guaranteed during hours of nonattendance. Hang gliding ops 9 miles south of arpt near ski area and 9 miles south southwest of arpt along the ridge. Balloon ops invof arpt, W and SW, May–Oct. Noise abatement procedures in effect for acft departures on Rwy 19. Contact airport management at 307–733–7682. All stage 2 acft, regardless of weight, prohibited. For public health and safety flts, ctc arpt manager at 307–733–6474. When ATCT closed ACTIVATE HIRL Rwy 01–19, MALS Rwy 01–19, Twy lgts and wind tee—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.625 (307) 739–9108 (0400–1400Z‡). SAWRS (1400–0400Z‡)
COMMUNICATIONS: CTAF 118.075 **ATIS** 120.625 **UNICOM** 122.95
RCO 122.05 (CASPER RADIO)
SALT LAKE CENTER APP/DEP CON 133.25
TOWER 118.075 (1400–0400Z‡) **GND CON** 124.55
AIRSPACE: CLASS D svc 1400–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE JAC.
(L) VORW/DME 115.4 JAC Chan 101 N43°37.26′ W110°43.90′ at fld. 6452/13E.
VOR/DME unusable:
020°–035° byd 20 NM
035°–048° byd 11 NM
048°–070° byd 5 NM blo 16,000′
048°–070° byd 10 NM
070°–090° byd 20 NM
090°–110° byd 15 NM
110°–130° byd 20 NM
130°–135° byd 15 NM
135°–160° byd 20 NM
160°–180° byd 30 NM
180°–205° byd 35 NM
205°–220° byd 20 NM blo 15,000′
220°–270° byd 10 NM
270°–280° byd 8 NM blo 15,000′
270°–335° byd 10 NM
335°–350° byd 15 NM.
ILS/DME 109.1 I–JAC Chan 28 Rwy 19. ILS unmonitored. Localizer unusable byd 15° right of course.

JOHNO N42°54.43′ W106°34.20′ NOTAM FILE CPR. **CHEYENNE**
NDB (LOM) 375 CP 077° 4.7 NM to Casper/Natrona Co Intl.

JOHNSON CO (See BUFFALO)

GEYSER FOUR DEPARTURE (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 1: Standard with minimum climb of 450′ per NM to 14000, or 4400-3 for climb in visual conditions.

Rwy 19: Not authorized - ATC.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb to 14000 via JAC R-007 to GIYER/JAC 3 DME, then right turn heading 037° to intercept JAC R-017 to NALSI INT/JAC 16 DME; or for climb in visual conditions: Cross JAC VOR/DME northbound at or above 10800 then climb to 14000 via JAC R-017 to NALSI INT/JAC 16 DME.

NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-JAC	APP CRS	Rwy Idg	6300
109.1	187°	TDZE	6451
Chan 28		Apt Elev	6451

ILS or LOC Y RWY 19

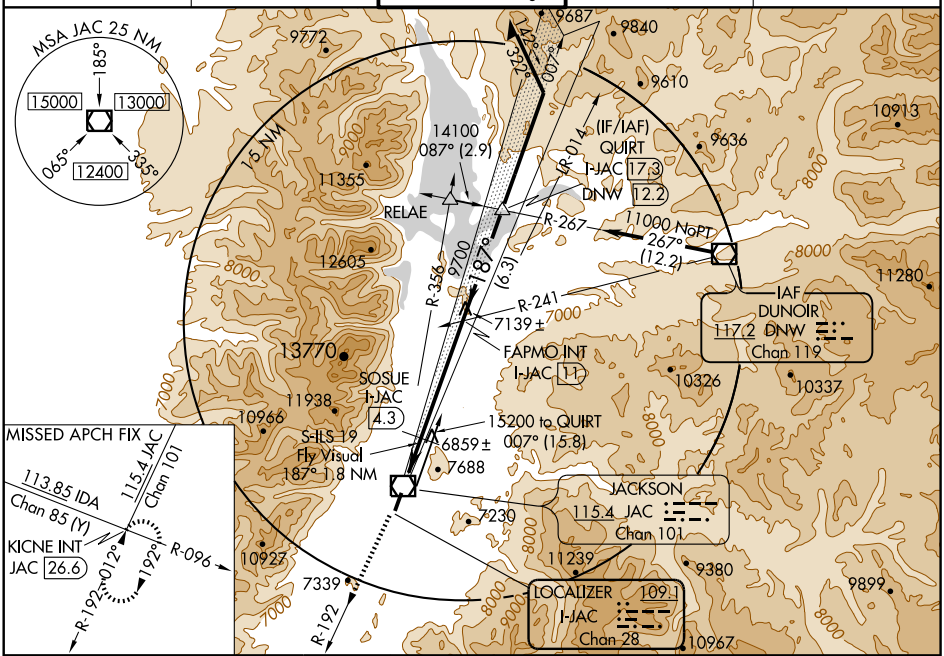
JACKSON HOLE (JAC)

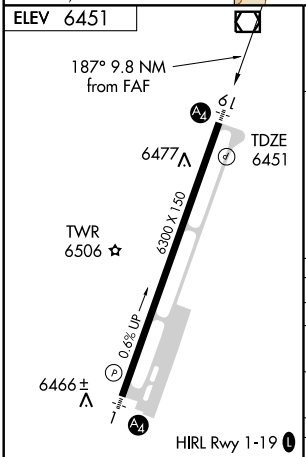
T
A NA — Inoperative table does not apply. Circling NA east of Rwy 1-19.

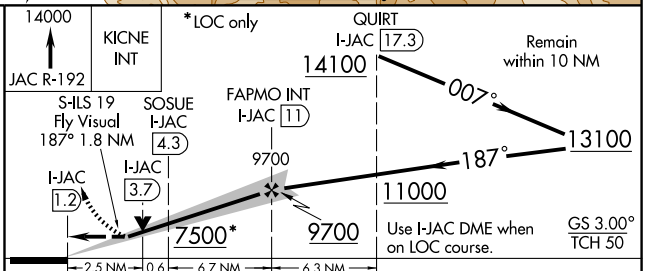
MALS

MISSED APPROACH: Climb to 14000 via JAC VOR/DME R-192 to KICNE INT/JAC VOR/DME 26.6 DME and hold, continue climb-in-hold to 14000.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95







CATEGORY	A	B	C	D
S-ILS 19	7063-2 612 (700-2)			
S-LOC 19	7500-1¼ 1049 (1100-1¼)	7500-1½ 1049 (1100-1½)	7500-3 1049 (1100-3)	
CIRCLING	7500-1¼ 1049 (1100-1¼)	7500-1½ 1049 (1100-1½)	7500-3 1049 (1100-3)	
SOSUE FIX MINIMUMS				
S-LOC 19	7300-1 849 (900-1)	7300-1¼ 849 (900-1¼)	7300-2½ 849 (900-2½)	7300-2¾ 849 (900-2¾)
CIRCLING	7300-1 849 (900-1)	7300-1¼ 849 (900-1¼)	7300-2½ 849 (900-2½)	7300-2¾ 849 (900-2¾)

FAF to MAP 9.8 NM					
Knots	60	90	120	150	180
Min:Sec	9:48	6:32	4:54	3:55	3:16

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-JAC	APP CRS	Rwy Idg	6300
109.1	187°	TDZE	6451
Chan 28		Apt Elev	6451

ILS or LOC Z RWY 19

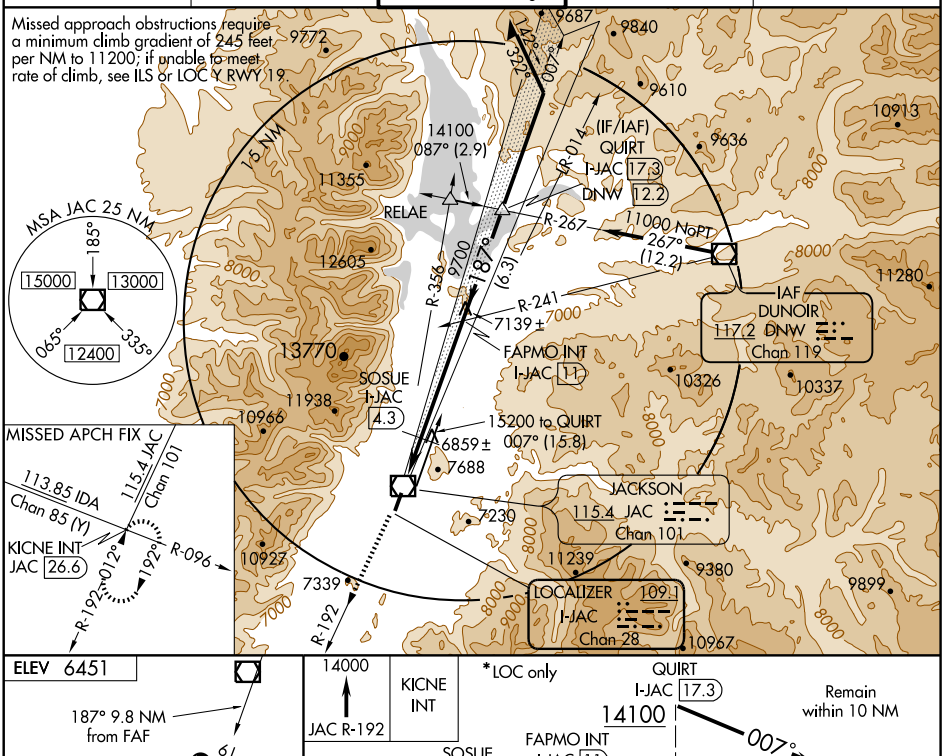
JACKSON HOLE (JAC)

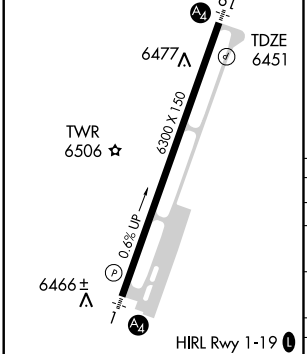
T NA — Inoperative table does not apply to S-LOC 19. Circling NA east of Rwy 1-19.

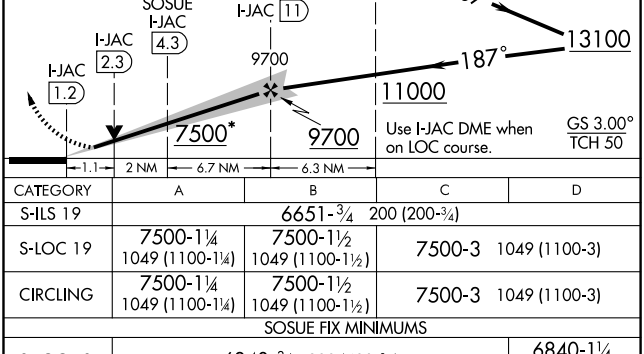
MALS

MISSED APPROACH: Climb to 14000 via JAC VOR/DME R-192 to KICNE INT/JAC VOR/DME 26.6 DME and hold, continue climb-in-hold to 14000.

ATIS	SALT LAKE CENTER	JACKSON TOWER*	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95







FAF to MAP 9.8 NM					
Knots	60	90	120	150	180
Min:Sec	9:48	6:32	4:54	3:55	3:16

CATEGORY	A	B	C	D
S-ILS 19	6651-¾ 200 (200-¾)			
S-LOC 19	7500-1¼ 1049 (1100-1¼)	7500-1½ 1049 (1100-1½)	7500-3 1049 (1100-3)	
CIRCLING	7500-1¼ 1049 (1100-1¼)	7500-1½ 1049 (1100-1½)	7500-3 1049 (1100-3)	
SOSUE FIX MINIMUMS				
S-LOC 19	6840-¾ 389 (400-¾)			6840-1¼ 389 (400-1¼)
CIRCLING	6840-1 389 (400-1)	6920-1 469 (500-1)	6920-1½ 469 (500-1½)	7080-2 629 (700-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6300
CH 58299	006°	TDZE	6431
W01A		Apt Elev	6451

RNAV (GPS) X RWY 1

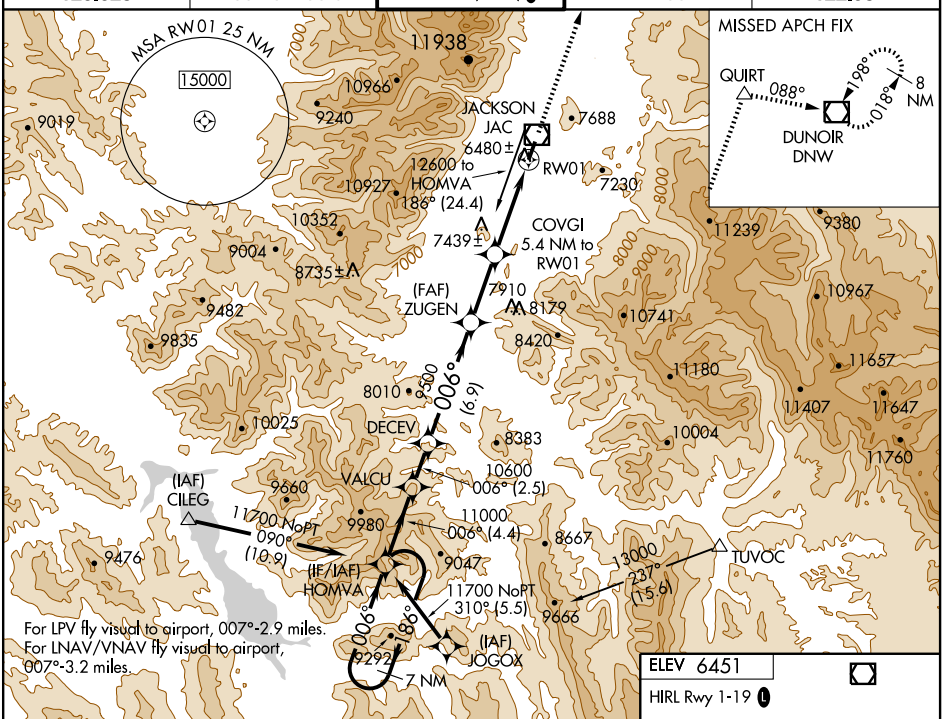
JACKSON HOLE (JAC)

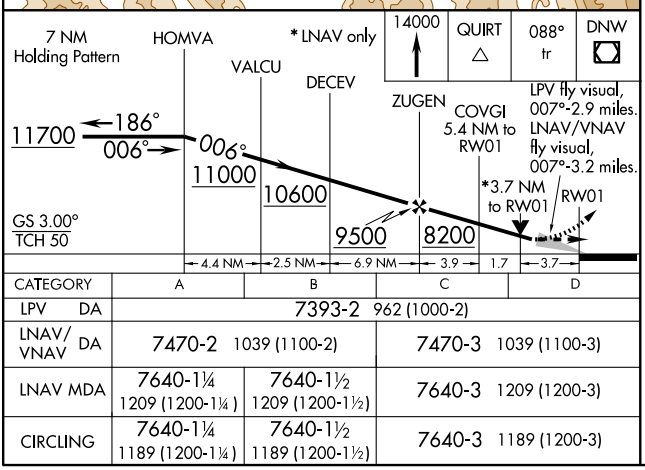
Circling NA east of Rwy 1-19. Inoperative table does not apply. If local altimeter setting not received, procedure NA. Baro-VNAV NA below -27°C (-16°F). DME/DME RNP- 0.3 NA.

MALS

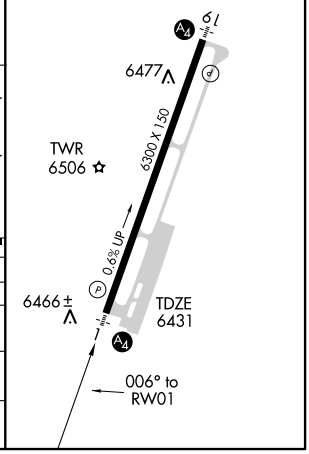
MISSED APPROACH: Climb to 14000 direct QUIRT and via 088° track to DNW VOR/DME and hold, continue climb-in-hold to 14000.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95





CATEGORY	A	B	C	D
LPV DA	7393-2 962 (1000-2)			
LNAV/VNAV DA	7470-2 1039 (1100-2)		7470-3 1039 (1100-3)	
LNAV MDA	7640-1¼ 1209 (1200-1¼)	7640-1½ 1209 (1200-1½)	7640-3 1209 (1200-3)	
CIRCLING	7640-1¼ 1189 (1200-1¼)	7640-1½ 1189 (1200-1½)	7640-3 1189 (1200-3)	



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) Y RWY 19

JACKSON HOLE (JAC)

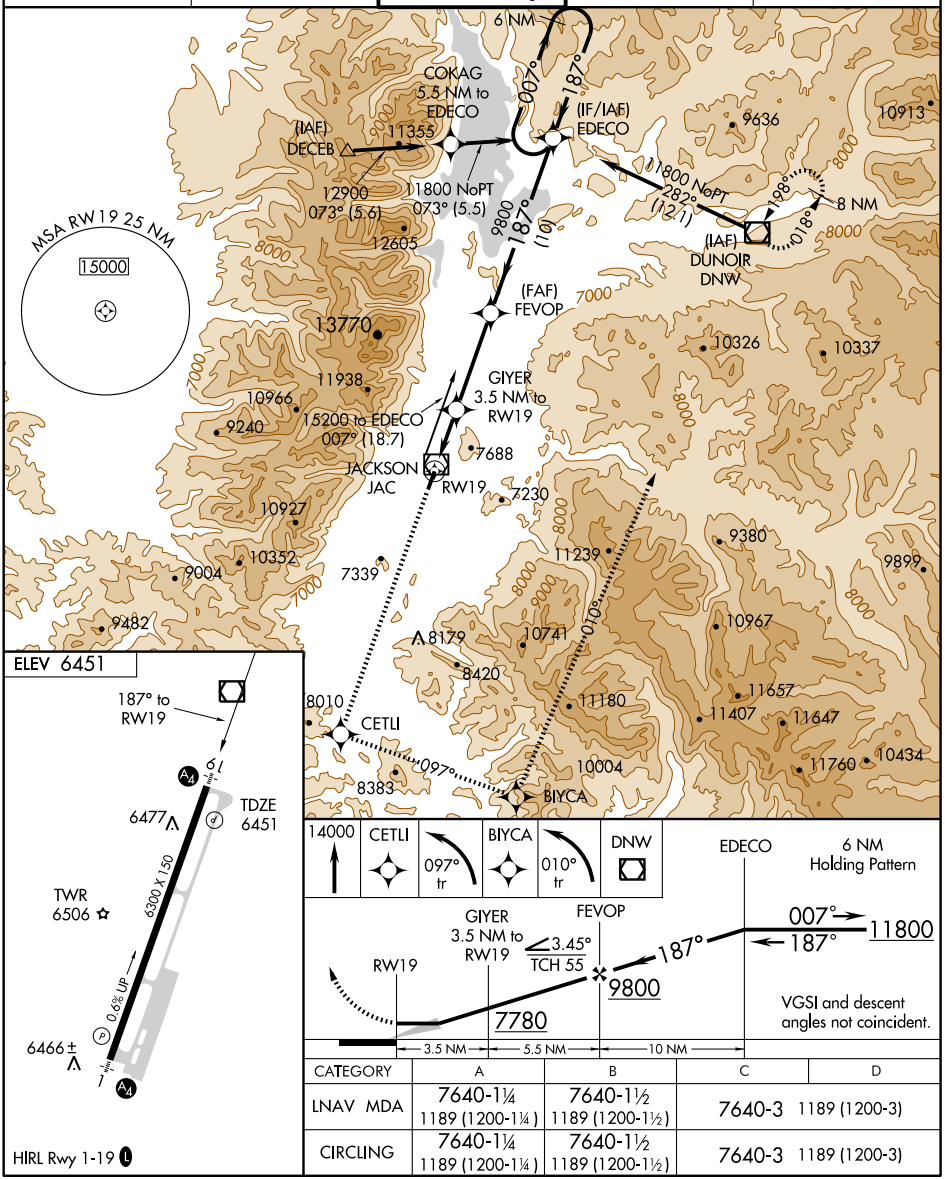
APP CRS	Rwy Idg	TDZE	Apt Elev
187°	6300	6451	6451

Circling NA east of Rwy 1-19. DME/DME RNP- 0.3 NA.
Inoperative table does not apply.
If local altimeter setting not received, procedure NA.

MALS

MISSED APPROACH: Climb to 14000 direct CETLI and left turn via 097° track to BIYCA and left turn via 010° track to DNW VOR/DME and hold.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95



CATEGORY	A	B	C	D
LNAV MDA	7640-1¼ 1189 (1200-1¼)	7640-1½ 1189 (1200-1½)	7640-3 1189 (1200-3)	
CIRCLING	7640-1¼ 1189 (1200-1¼)	7640-1½ 1189 (1200-1½)	7640-3 1189 (1200-3)	

HIRL Rwy 1-19 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6300
006°	TDZE	6431
	Apt Elev	6451

RNAV (RNP) Y RWY 1

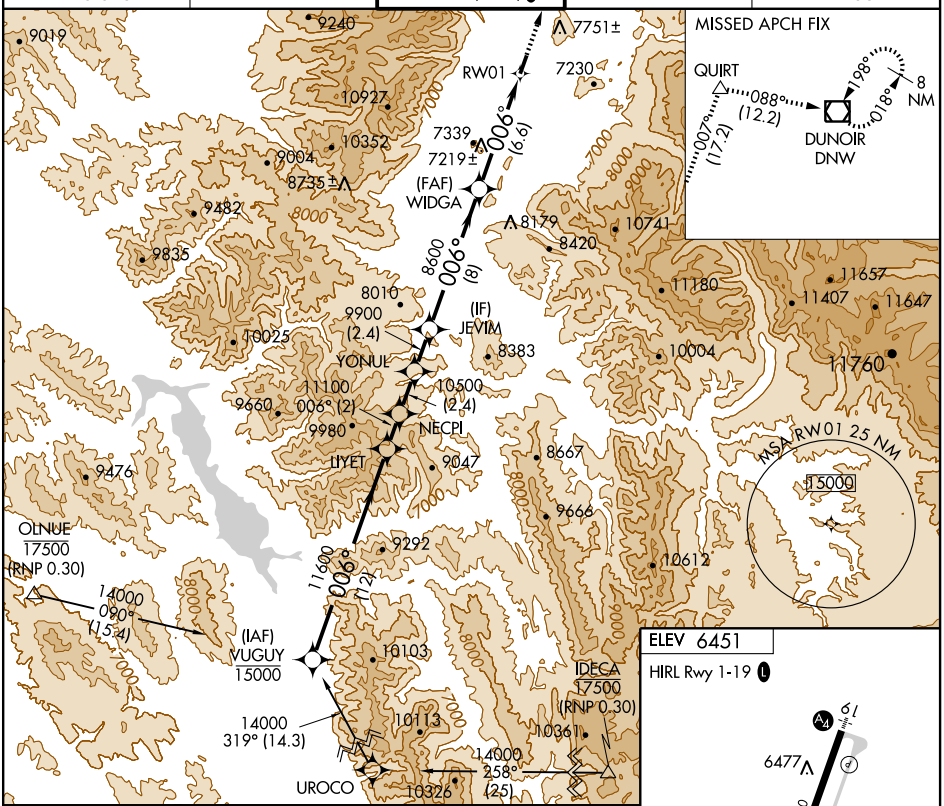
JACKSON HOLE (JAC)

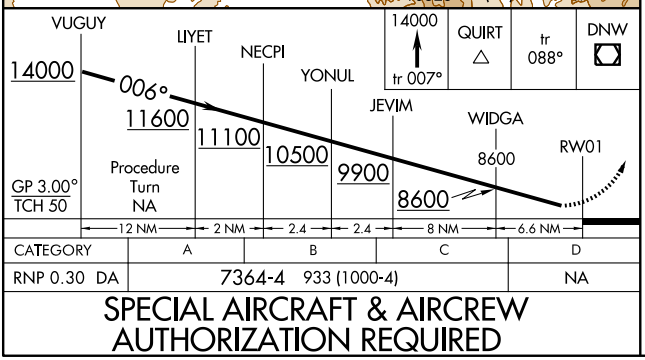
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (97°F).
Inoperative table does not apply. Visibility reduction by helicopters NA.
When VGSI inoperative, procedure NA at night.

MALS

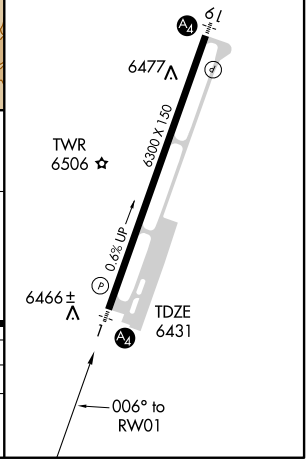
MISSED APPROACH: Climb to 14000 via track 007° to QUIRT and via track 088° to DNW VOR/DME and hold, continue climb-in-hold to 14000.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95





SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (RNP) Z RWY 1

JACKSON HOLE (JAC)

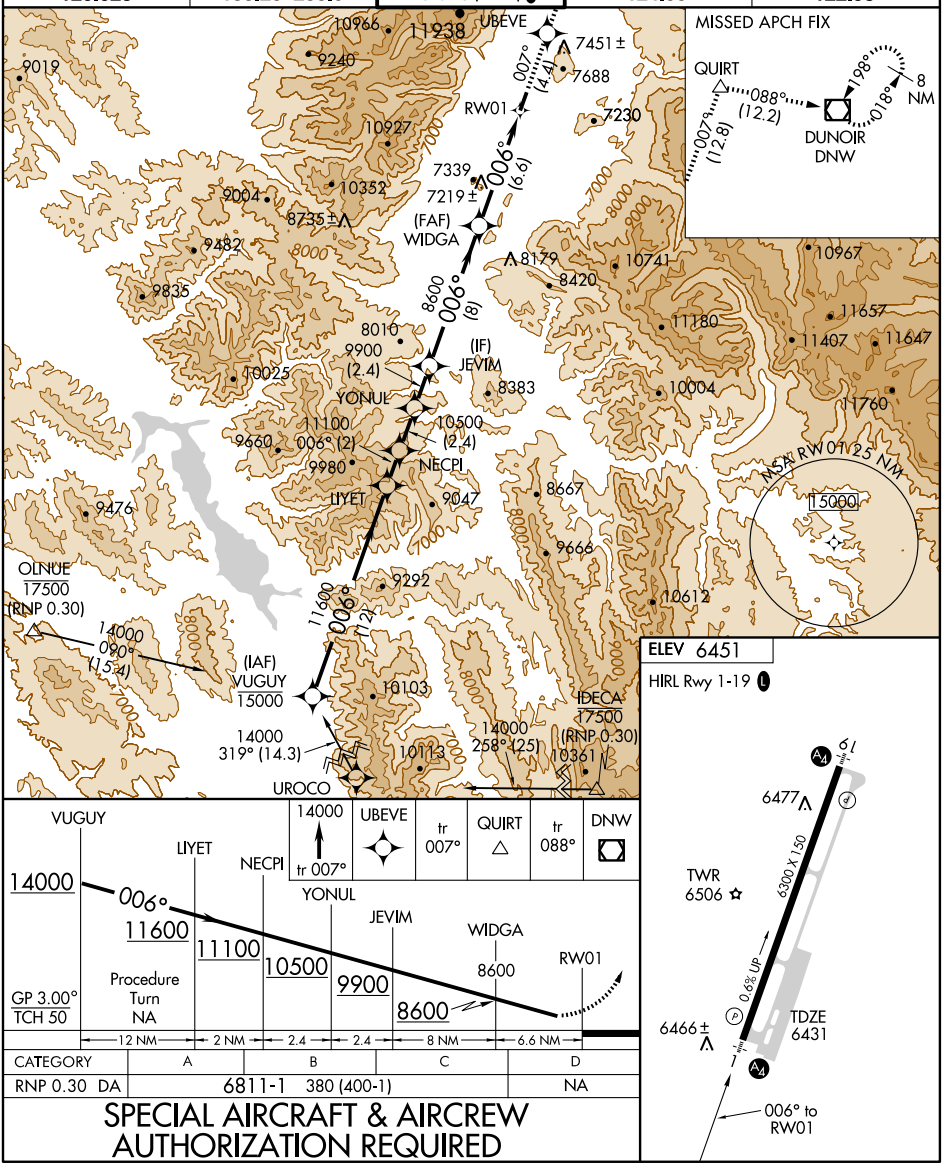
APP CRS	Rwy Idg	6300
006°	TDZE	6431
	Apt Elev	6451

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (97°F). For inoperative MALS, increase RNP 0.30 visibility all cats to 1½. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night. Missed approach requires RNP less than 1.0 and minimum climb of 280 feet per NM to 8100; if unable, see RNAV (RNP) Y RWY 1.

MALS

MISSED APPROACH: Climb to 14000 via track 007° to UBEVE and via track 007° to QUIRT and via track 088° to DNW VOR/DME and hold, continue climb-in-hold to 14000.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (RNP) Z RWY 19

JACKSON HOLE (JAC)

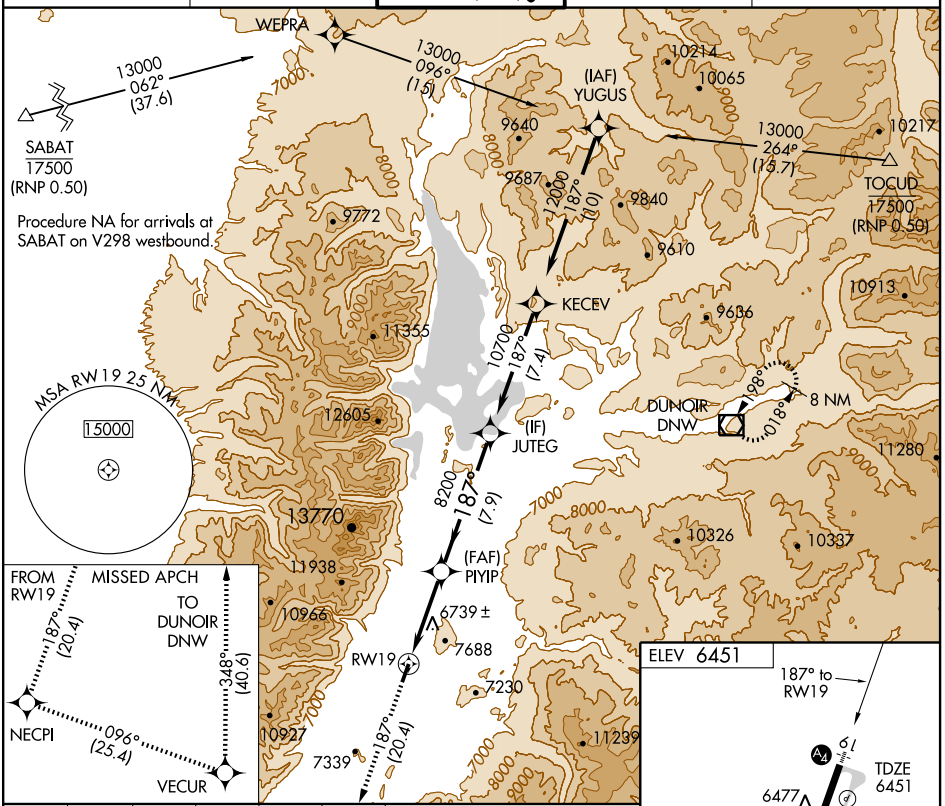
APP CRS	Rwy Idg	6300
187°	TDZE	6451
	Apt Elev	6451

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 35°C (96°F). For inoperative MALS, increase RNP 0.30 all Cats visibility to 1½. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

MALS

MISSED APPROACH: Climb to 14000 via track 187° to NECPI and via track 096° to VECUR and via left turn on track 348° to DNW VOR/DME and hold.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95



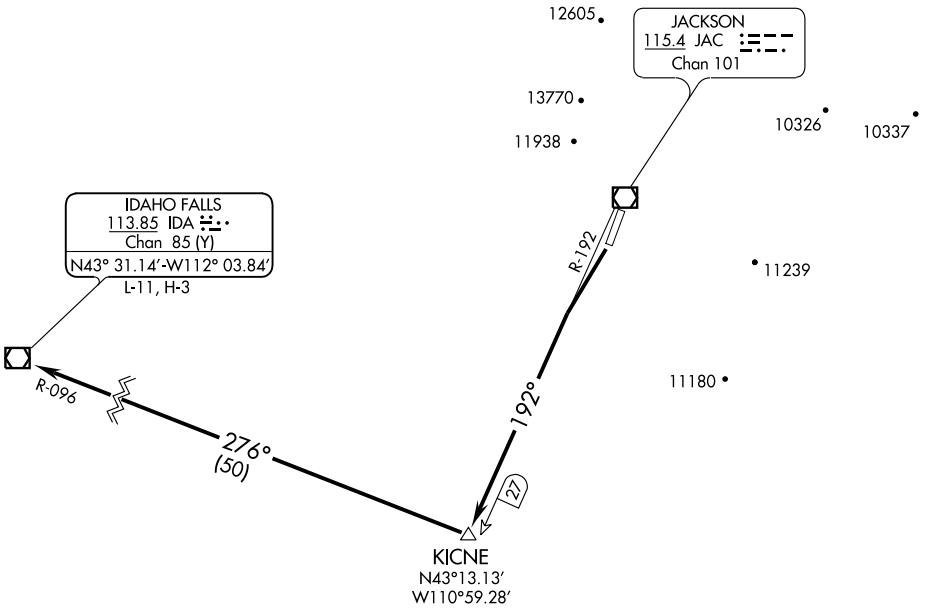
CATEGORY	A	B	C	D
RNP 0.30 DA	6856-1¼ 405 (500-1¼)			NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

TETON THREE DEPARTURE (OBSTACLE)

SALT LAKE CENTER
133.25 285.6
CASPER RADIO
122.05
CTAF
118.075
UNICOM
122.95
AWOS-3 120.625



NW-1, 26 AUG 2010 to 23 SEP 2010

TAKE-OFF MINIMUMS:
Rwy 19: Standard with a minimum climb of 335' per NM to 14000 or 4400-3 for climb in visual conditions.
Rwy 1: Not authorized - ATC.

NOTE: Rwy 19, Bush 485 feet from DER, 513 feet right of centerline, 6428' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME; or for climb in visual conditions: cross JAC VOR/DME southbound at or above 10800, then climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME.

VOR/DME JAC 115.4 Chan 101	APP CRS 008°	Rwy Idg 6300 TDZE 6431 Apt Elev 6451

VOR/DME RWY 1

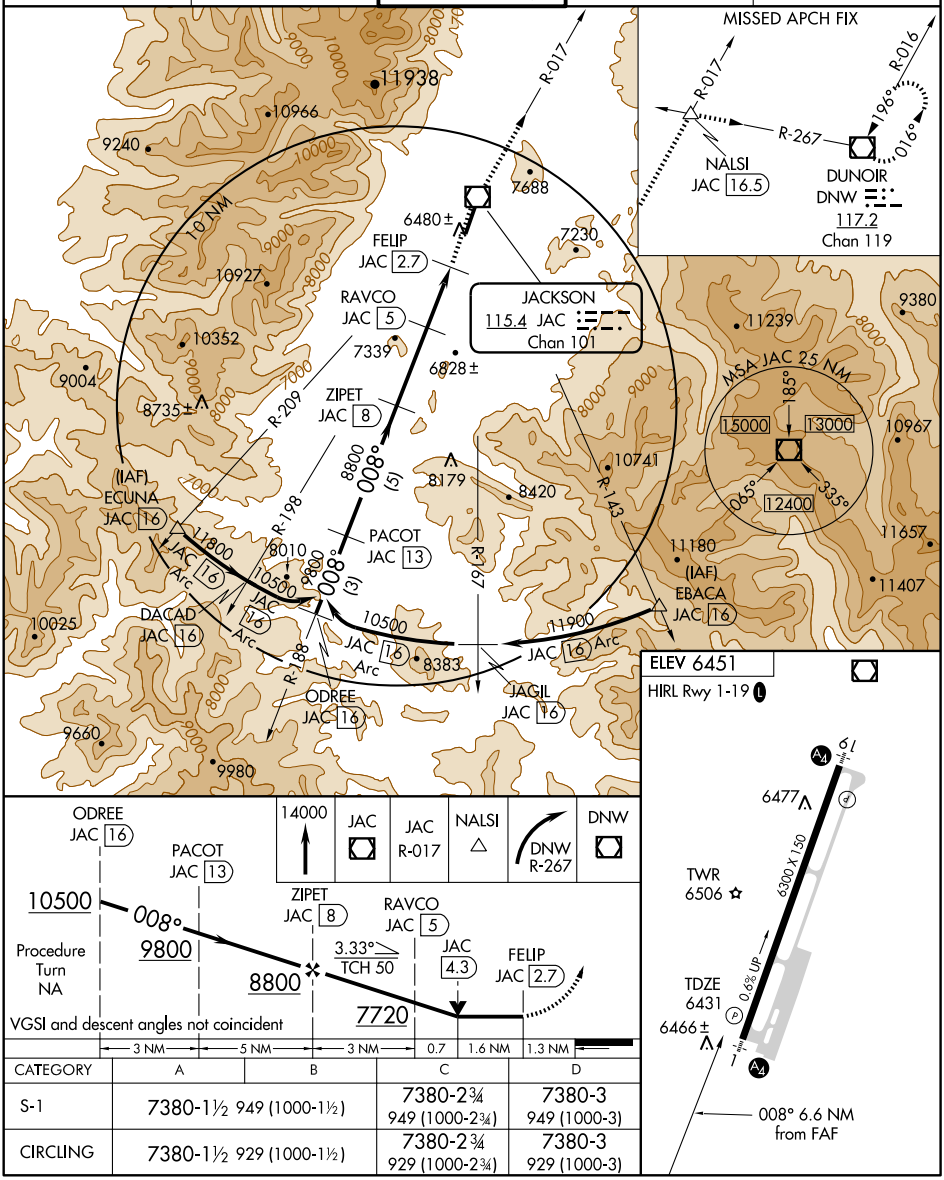
JACKSON HOLE (JAC)

Circling NA east of Rwy 1-19.
Inoperative table does not apply.
If local altimeter setting not received, procedure NA.

MALS

MISSED APPROACH: Climb to 14000 direct JAC VOR/DME, and via JAC R-017 to NALSI Int/JAC 16.5 DME, and right turn via DNW R-267 to DNW VOR/DME and hold.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95



CATEGORY	A	B	C	D
S-1	7380-1½ 949 (1000-1½)		7380-2¾ 949 (1000-2¾)	7380-3 949 (1000-3)
CIRCLING	7380-1½ 929 (1000-1½)		7380-2¾ 929 (1000-2¾)	7380-3 929 (1000-3)

NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME JAC	APP CRS	Rwy Idg	6300
115.4	193°	TDZE	6451
Chan 101		Apt Elev	6451

VOR/DME RWY 19

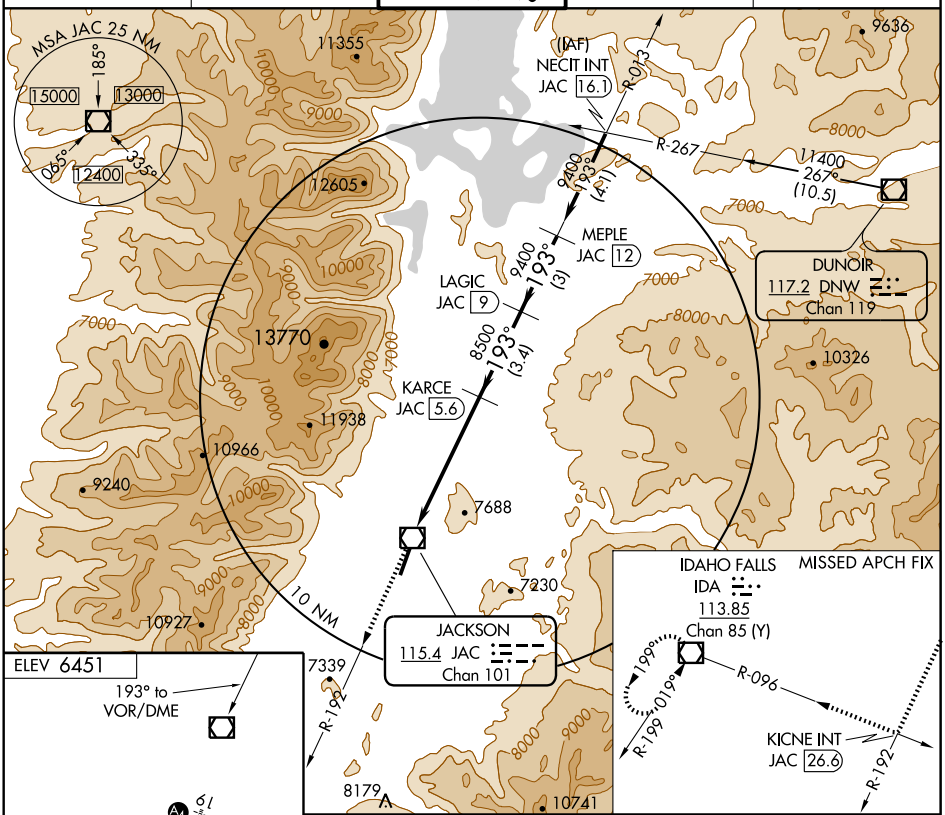
JACKSON HOLE (JAC)

Circling NA east of Rwy 1-19.
Inoperative table does not apply.
If local altimeter setting not received, procedure NA.

MALS

MISSED APPROACH: Climb to 14000 via JAC R-192 to KICNE INT/JAC 26.6 DME, and right turn via IDA R-096 to IDA VOR/DME and hold.

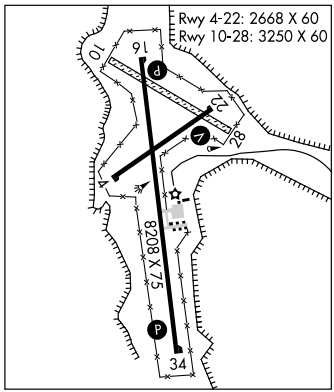
ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95



CATEGORY	A	B	C	D
S-19	7840-1¼ 1389 (1400-1¼)	7840-1½ 1389 (1400-1½)	7840-3 1389 (1400-3)	
CIRCLING	7840-1¼ 1389 (1400-1¼)	7840-1½ 1389 (1400-1½)	7840-3 1389 (1400-3)	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

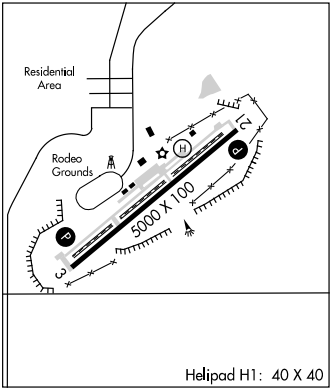
KEMMERER MUNI (EMM) 2 NW UTC−7(−6DT) N41°49.44′ W110°33.42′ **SALT LAKE CITY**
7285 B **FUEL** 100LL, JET A NOTAM FILE CPR **H–3D, L–11D**
RWY 16–34: H8208X75 (ASPH–PFC) S–18 MIRL **IAP**
RWY 16: REIL. PAPI(P2L). **RWY 34:** REIL. PAPI(P2L). Fence.
RWY 10–28: 3250X60 (TURF–DIRT)
RWY 10: Fence. **RWY 28:** Road.
RWY 04–22: H2668X60 (CONC) S–9 MIRL
RWY 22: VASI(V2L). Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Fuel avbl 24 hrs via self-serve credit card pump. CAUTION: Wildlife on and in vicinity of arpt. Rwy 10–28 CLOSED winter months. Acft over 33,000 pounds prohibited. Terrain drops off steeply 81′ prior to apch end Rwy 04. Terrain drops off steeply 55′ prior to apch end Rwy 10. Rwy 10–28 large rocks, depressions and mounds on rwy sfc. ACTIVATE MIRL Rwy 04–22 and Rwy 16–34, VASI Rwy 22, REIL Rwy 16 and Rwy 34, PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (307) 877–9838.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SALT LAKE CENTER APP/DEP CON** 124.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
FORT BRIDGER (L) VORW/DME 108.6 FBR Chan 23 N41°22.71′ W110°25.45′ 333° 27.4 NM to fld. 7060/14E.



KLINT N43°00.85′ W108°18.31′. NOTAM FILE RIW. **CHEYENNE**
NDB (LOM) 217 RI 280° 7.4 NM to Riverton Rgnl. Unmonitored.

LANDER

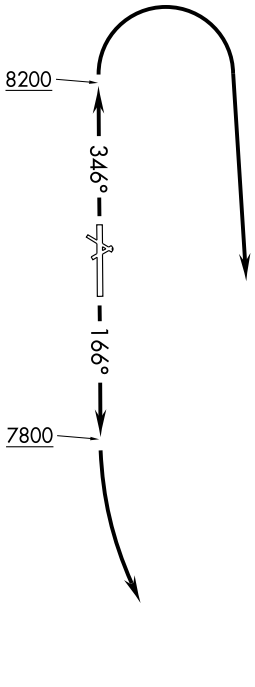
HUNT FLD (LND) 1 S UTC−7(−6DT) N42°48.91′ W108°43.79′ **CHEYENNE**
5586 B S4 **FUEL** 100LL, JET A NOTAM FILE LND **H–3E, L–11E**
RWY 03–21: H5000X100 (ASPH–PFC) S–30 MIRL (NSTD)
RWY 03: PAPI(P2L)—GA 3.0°. Tree. **RWY 21:** PAPI(P2L)—GA 3.0°.
AIRPORT REMARKS: Attended daylight hrs. For svs after hrs call 307–332–3134/5291 or 301–330–8668. Bird activity invof of arpt. For MIRL Rwy 03–21 key 122.8 3 times. Right traffic permissible on Rwy 21 departure during heavy winds to avoid the mountains due to severe downdrafts. Rwy 03–21 NSTD MIRL thld lgts Rwy 03 irregular spacing with 3 lgts on right and four lgts on left. ACTIVATE NSTD MIRL Rwy 03–21 and PAPI Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: ASOS 118.15 (307) 332–7707.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY Chan 125 N43°27.79′ W108°17.98′ 190° 43.2 NM to fld. 7550/16E.



HELIPAD H1: H40X40 (ASPH–PFC)

KEMRR TWO DEPARTURE (RNAV)

SALT LAKE CITY CENTER
124.35 353.5
SALT LAKE CITY DEP CON
124.3 322.3



TAKE-OFF MINIMUMS
Rwy 4, 10, 22, 28: NA - Rwy Surfaces.
Rwy 16, 34: Standard.

NOTE: 1. GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

FORT BRIDGER
FBR

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 7800 via heading 166° then climbing left turn to 12000 (or assigned altitude) . . .
TAKE-OFF RUNWAY 34: Climb to 8200 via heading 346° then climbing right turn to 12000 (or assigned altitude) . . .
. . . direct FBR VOR/DME then via assigned route/fix.

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 16

KEMMERER MUNI (EMM)

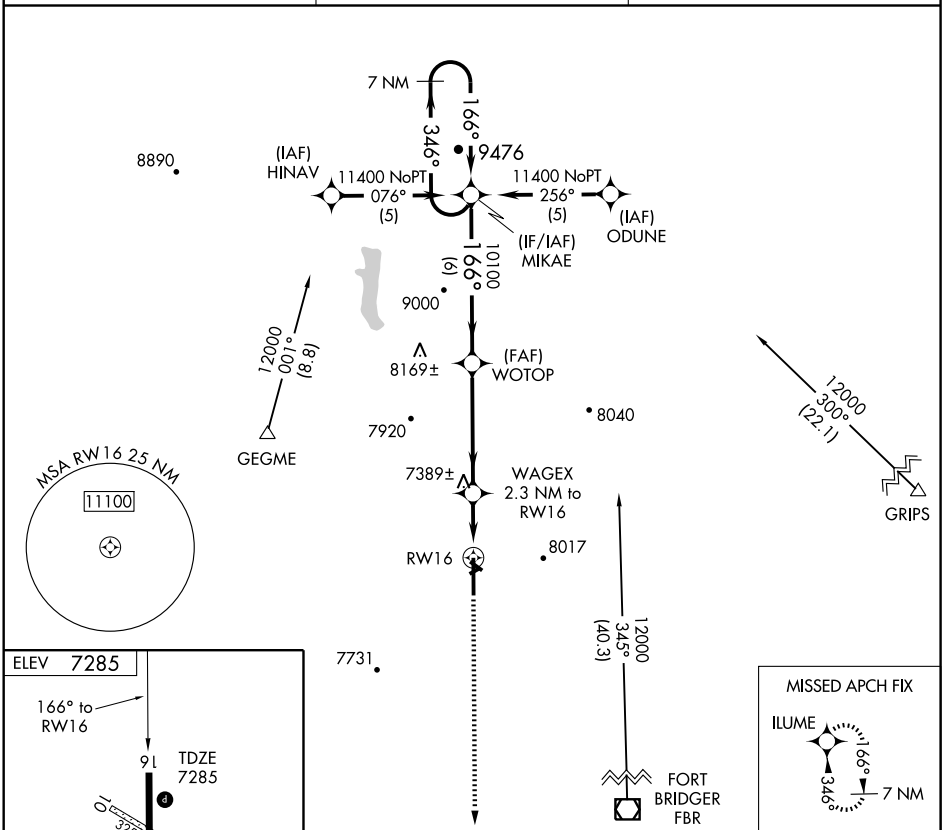
APP CRS	Rwy Idg	8208
166°	TDZE	7285
	Apt Elev	7285

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evanston altimeter setting and increase all MDA 120 feet.

NA

MISSED APPROACH: Climb to 9900 direct ILUME and hold.

AWOS-3	SALT LAKE CITY CENTER	UNICOM
119.675	124.35 353.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	7720-1 435 (500-1)		NA	
CIRCLING	7720-1 435 (500-1)	7740-1 455 (500-1)	NA	

REIL Rwys 16 and 34 L
MIRL Rwys 16-34 and 4-22 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 34

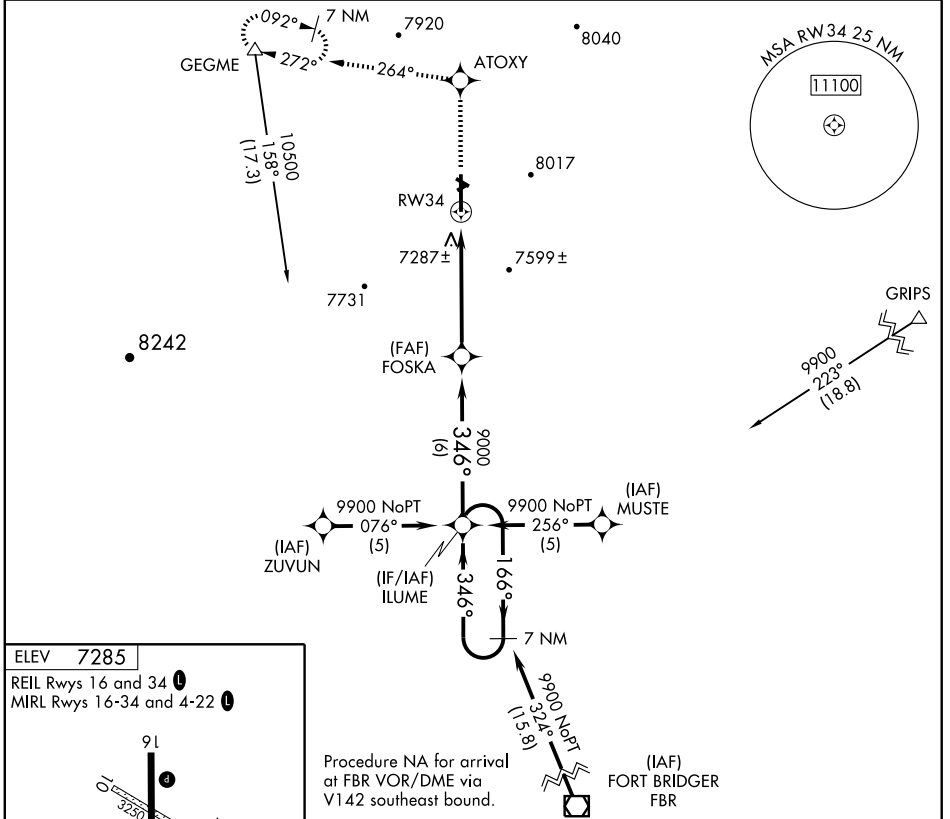
KEMMERER MUNI (EMM)

APP CRS	Rwy Idg	8208
346°	TDZE	7276
	Apt Elev	7285

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evanston altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 12000 direct ATOXY and via track 264° to GEGME and hold, continue climb-in-hold to 12000. When authorized by ATC, climb-in-hold to 14000.

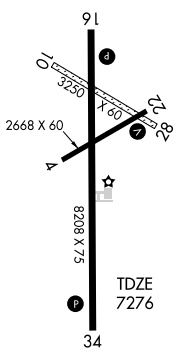
AWOS-3	SALT LAKE CITY CENTER	UNICOM
119.675	124.35 353.5	122.8 (CTAF) L

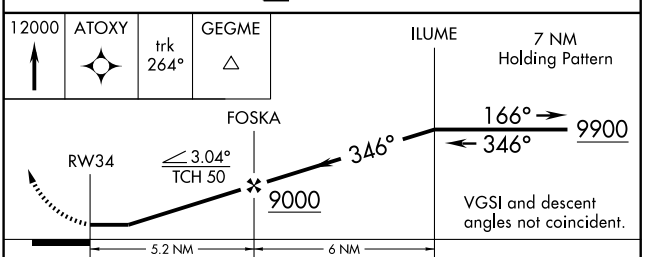


ELEV 7285

REIL Rwys 16 and 34 L

MIRL Rwys 16-34 and 4-22 L





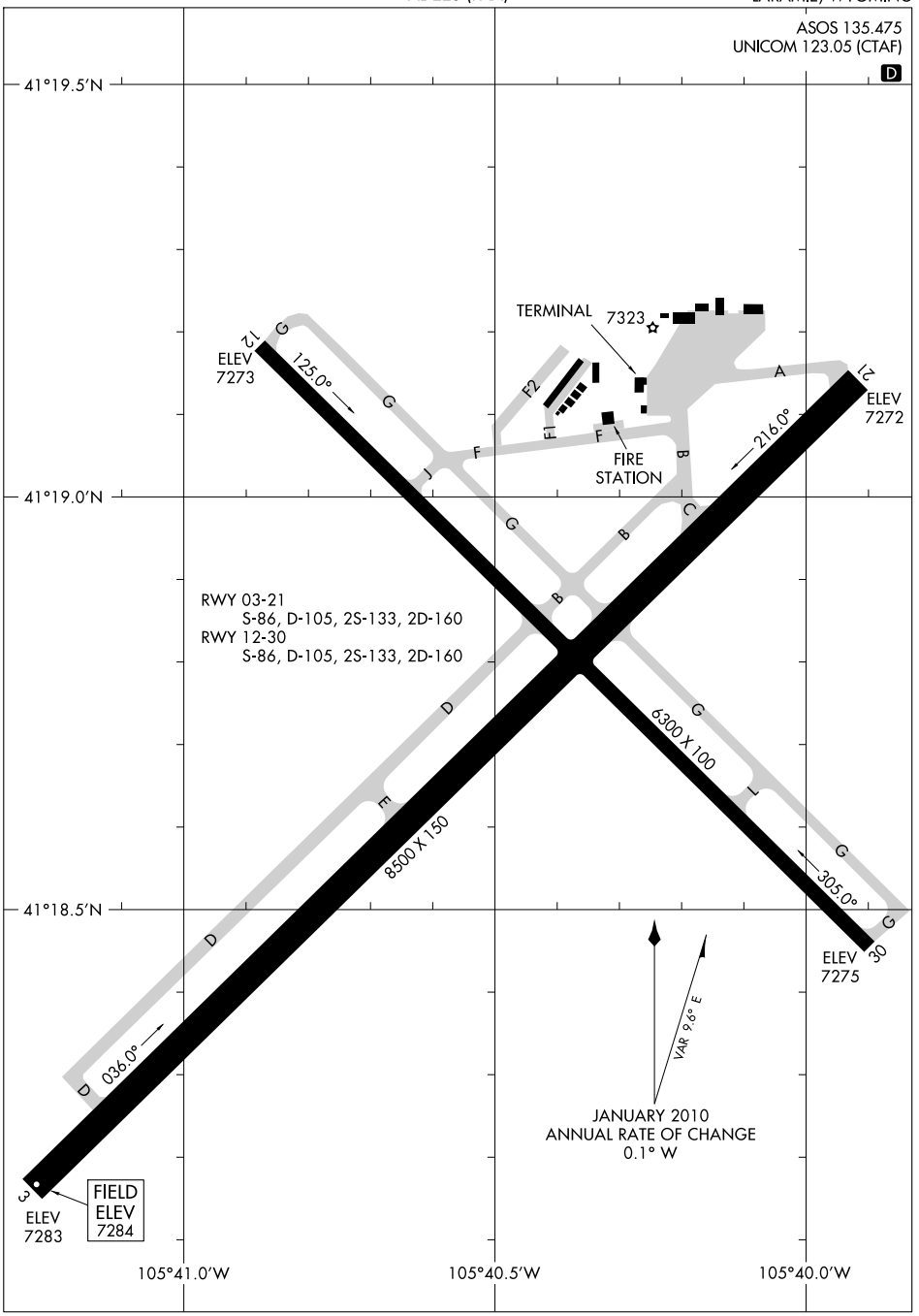
CATEGORY	A	B	C	D
LNAV MDA	7540-1	264 (300-1)	NA	
CIRCLING	7640-1 355 (400-1)	7740-1 455 (500-1)	NA	

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-225 (FAA)

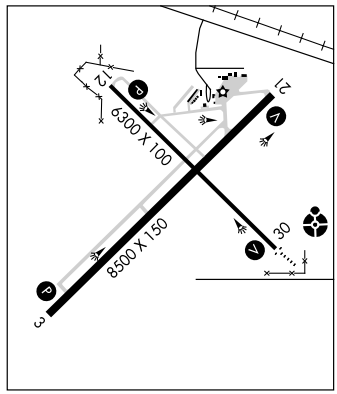
LARAMIE RGNL (LAR)
LARAMIE, WYOMING



NW-1, 26 AUG 2010 to 23 SEP 2010

LARAMIE RGNL (LAR) 3 W UTC−7(−6DT) N41°18.72′ W105°40.50′ **CHEYENNE**
7284 B S1 **FUEL** 100LL, JET A OX 2 TPA—8084(800) Class II, ARFF Index A **H–3E, 5A, L–12F**
NOTAM FILE LAR **IAP, AD**

RWY 03–21: H8500X150 (ASPH–PFC) S–86, D–105, 2S–133, 2D–160 MIRL
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 32′.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 53′.
RWY 12–30: H6300X100 (ASPH–PFC) S–86, D–105, 2S–133, 2D–160 MIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 30: ODALS. VASI(V4L)—GA 3.0° TCH 41′.

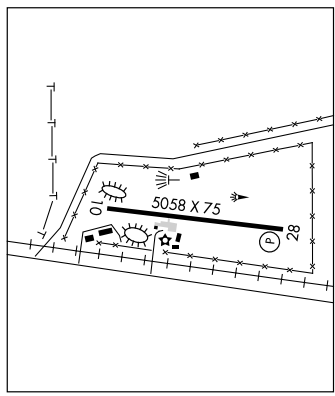


RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 12:	TORA–6300	TODA–6300	ASDA–6300	LDA–6300
RWY 21:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 30:	TORA–6300	TODA–6300	ASDA–6300	LDA–6300

AIRPORT REMARKS: Attended Sat 1300–0100Z‡, Sun–Fri 1300–0400Z‡. Afld sfc condition not monitored 0400–1300Z‡. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 307–742–4164. ACTIVATE MIRL Rwys 03–21 and 12–30, PAPI Rwys 03 and 12, VASI Rwys 21 and 30, REIL Rwy 03, 12 and 21 and ODALS Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 135.475 (307) 742–6398.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.6 (CASPER RADIO)
DENVER CENTER APP/DEP CON 125.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAR.
(L) VORTACW 117.6 LAR Chan 123 N41°20.27′ W105°43.26′ 113° 2.6 NM to fld. 7284/14E.
VORTAC unusable:
160°–240° byd 27 NM blo 11,000′ 015°–140° byd 15 NM blo 9,000′
240°–285° byd 27 NM blo 12,500′

LUSK MUNI (LSK) 3 E UTC−7(−6DT) N42°45.23′ W104°24.27′ **CHEYENNE**
4964 B **FUEL** 100LL NOTAM FILE CPR **H–5A, L–12F**
RWY 10–28: H5058X75 (ASPH) S–12.5 MIRL
RWY 10: P–line. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Unattended. For fuel call arpt manager 307–334–3622 or 307–340–0548. Unlimited vehicle access to rwy. ACTIVATE MIRL Rwy 10–28—CTAF. PAPI Rwy 28 on continuously.
WEATHER DATA SOURCES: AWOS–3 118.35 (307) 334–4028.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.
HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 070° 36.6 NM to fld. 4906/12E.



MEDICINE BOW (8ØV) 2 SE UTC−7(−6DT) N41°53.00′ W106°10.85′ **CHEYENNE**
6646 NOTAM FILE CPR
RWY 10–28: 3170X80 (TURF–DIRT)
RWY 10: Fence. **RWY 28:** Fence.
RWY 06–24: 2680X50 (TURF–DIRT)
RWY 06: Fence. **RWY 24:** Fence.
AIRPORT REMARKS: Unattended. CAUTION: Wildlife and livestock invof all rwys. Rwy 06–24 is no longer maintained. Rwy 06–24, –9 to 12 inch berms both sides of rwy. Rwy 10–28 graded. Gopher holes on rwy surfaces, rwys very soft when wet. Rwy 10–28 rough and uneven. Rwy 10–28 has some gopher holes. Rwy 10–28 1′ ditch south of rwy. Rwy 06–24 rough and uneven full length, numerous gopher and badger holes. Rwy 10–28 marked with orange 3′ x 2′ cones. Thld markings skewed at angle to rwy. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF 122.9

WAAS	APP CRS	Rwy Idg	6300
CH 70600	122°	TDZE	7275
W12A		Apt Elev	7284

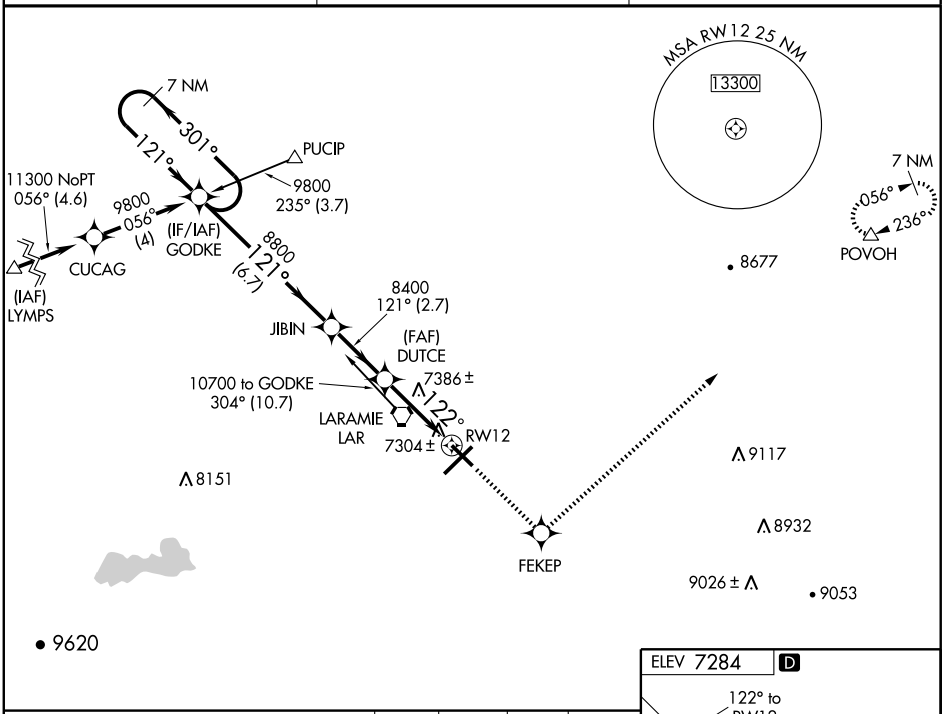
RNAV (GPS) RWY 12

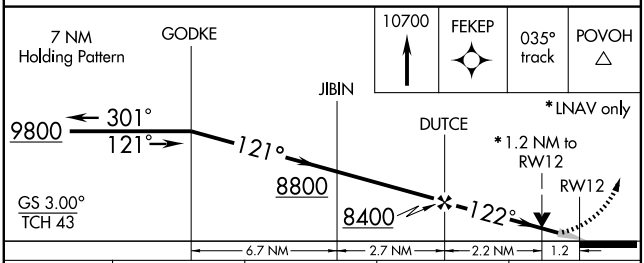
LARAMIE RGNL (LAR)

T DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (93°F).

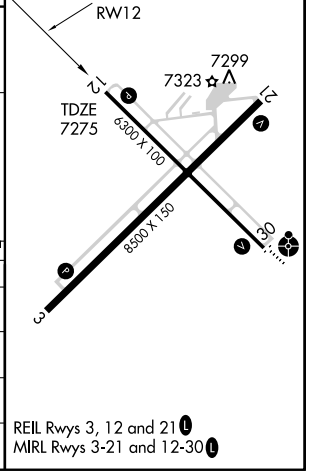
MISSED APPROACH: Climb to 10700 direct FEKEP and via 035° track to POVOH and hold.

ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	7525-1 250 (300-1)			
LNAV/VNAV DA	7622-1¼ 347 (400-1¼)			
LNAV MDA	7700-1 425 (500-1)		7700-1¼ 425 (500-1¼)	
CIRCLING	7700-1¼ 416 (500-1¼)	7740-1¼ 456 (500-1¼)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)



REIL Rwys 3, 12 and 21 L
MIRL Rwys 3-21 and 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6300
CH 53600	302°	TDZE	7278
W30A		Apt Elev	7284

RNAV (GPS) RWY 30

LARAMIE RGNL (LAR)

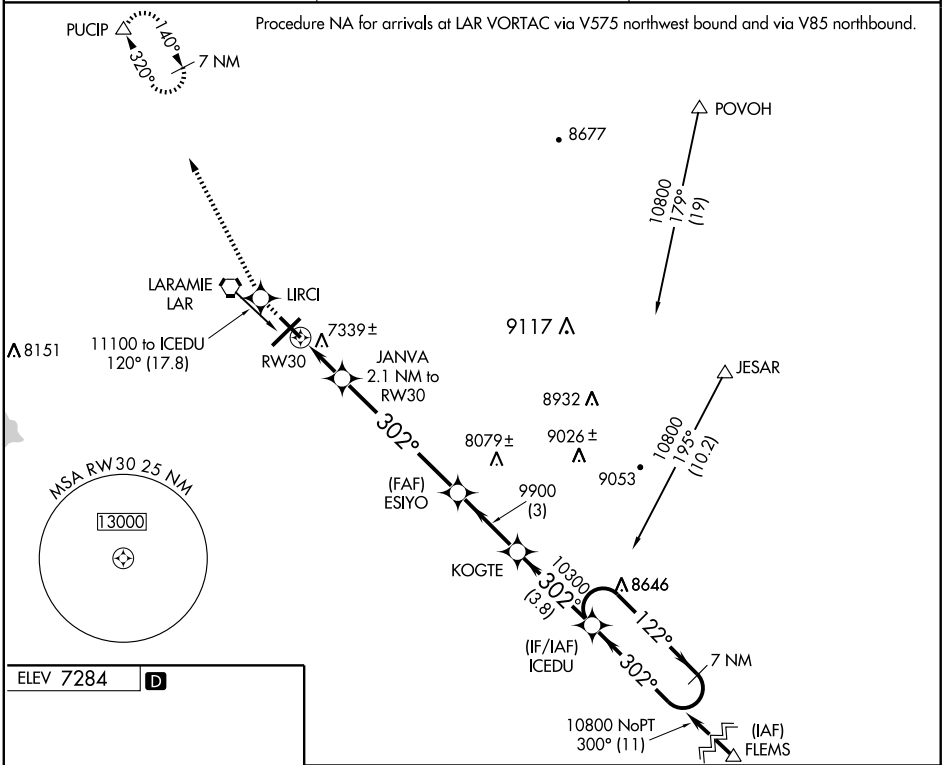
T Inoperative table does not apply.
DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 35°C (95°F).

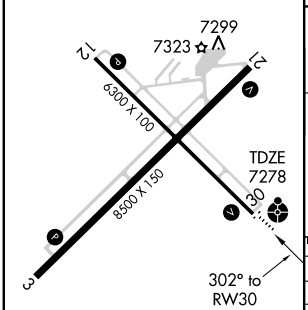
ODALS

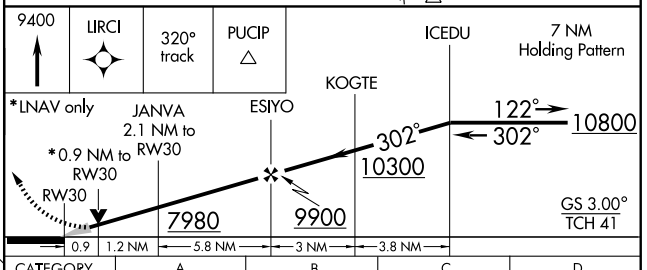
MISSED APPROACH: Climb to 9400 direct LIRCI and via 320° track to PUCIP and hold.

ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) L

Procedure NA for arrivals at LAR VORTAC via V575 northwest bound and via V85 northbound.







CATEGORY	A	B	C	D
LPV DA	7528-1 250 (300-1)			
LNAV/VNAV DA	7629-1¼ 351 (400-1¼)			
LNAV MDA	7600-1 322 (400-1)			
CIRCLING	7660-1¼ 376 (400-1¼)	7740-1¼ 456 (500-1¼)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010

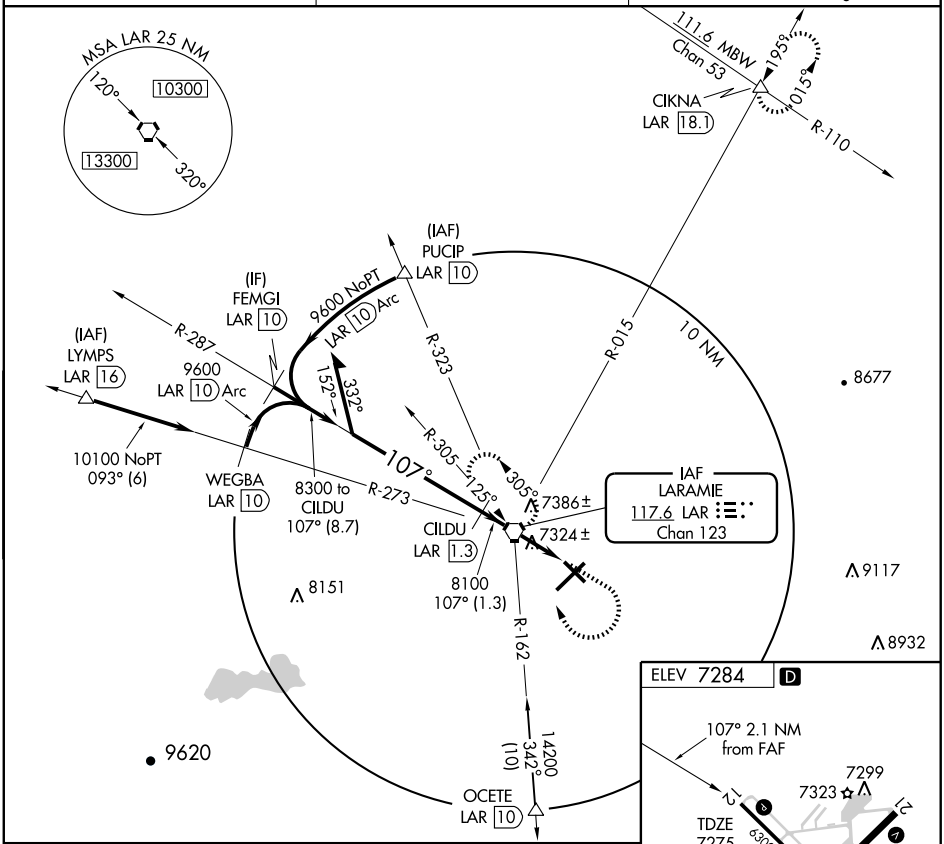
VORTAC LAR	APP CRS	Rwy Idg	6300
117.6	107°	TDZE	7275
Chan 123		Apt Elev	7284

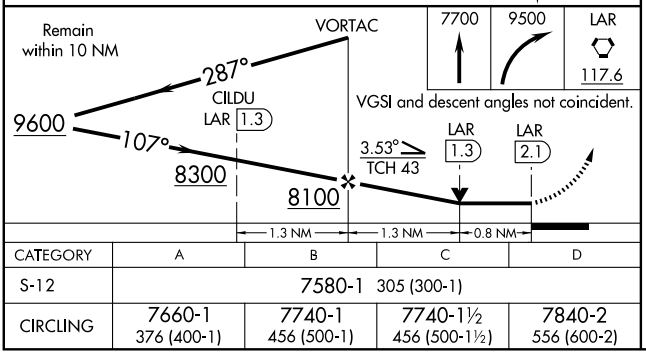
VOR/DME or TACAN RWY 12

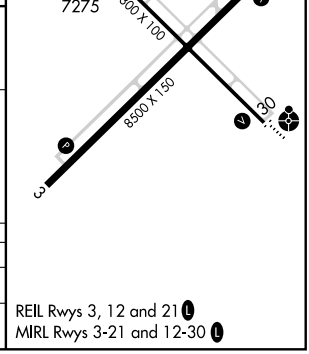
LARAMIE RGNL (LAR)

MISSED APPROACH: Climb to 7700 then climbing right turn to 9500 direct LAR VORTAC and hold, continue climb-in-hold to 9500 (TACAN aircraft continue climb to 10600 via LAR VORTAC R-015 to CIKNA/18.1 DME and hold north, left turn, 195° inbound).

ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-12	7580-1 305 (300-1)			
CIRCLING	7660-1 376 (400-1)	7740-1 456 (500-1)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)

REIL Rwys 3, 12 and 21 L
MIRL Rwys 3-21 and 12-30 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC LAR 117.6 Chan 123	APP CRS 292°	Rwy Idg 6300 TDZE 7278 Apt Elev 7284

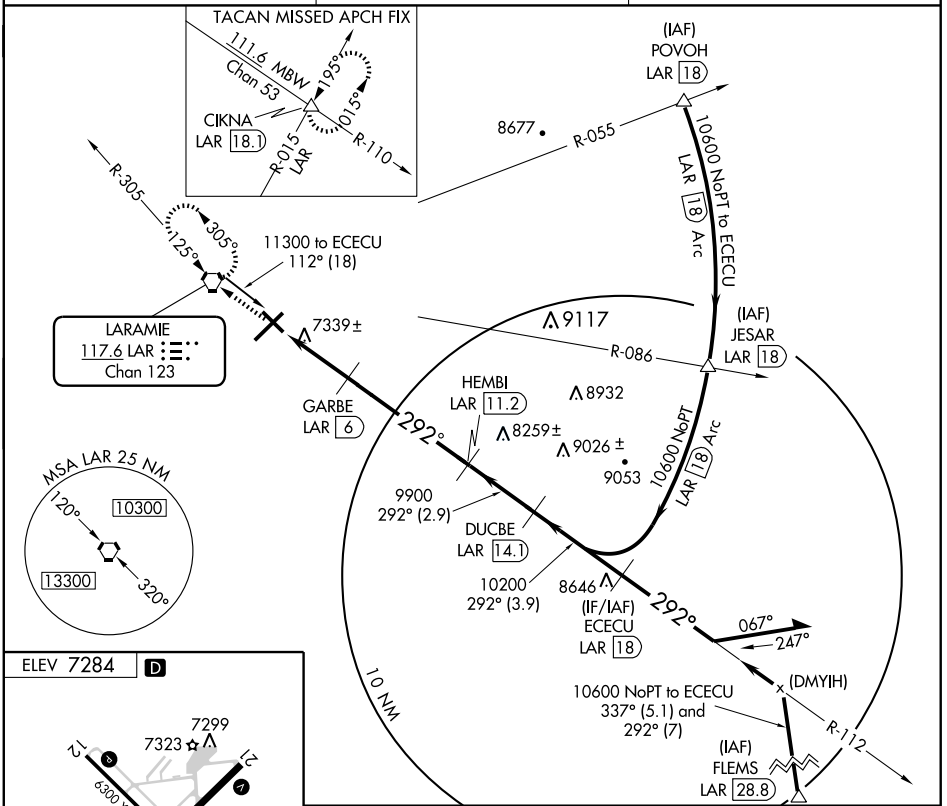
VOR/DME or TACAN RWY 30

LARAMIE RGNL (LAR)

ODALS

MISSED APPROACH: Climb to 9500 direct LAR VORTAC and hold, continue climb-in-hold to 9500 (TACAN aircraft continue climb to 10600 via LAR VORTAC R-015 to CIKNA INT/18.1 DME and hold north, left turns, 195° inbound.

ASOS 135.475	DENVER CENTER 125.9 284.7	UNICOM 123.05 (CTAF)



CATEGORY	A	B	C	D
S-30	7600-¾ 322 (400-¾)			7600-1 322 (400-1)
CIRCLING	7660-1 376 (400-1)	7740-1 456 (500-1)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)

REIL Rwys 3, 12 and 21 (L)
MIRL Rwys 3-21 and 12-30 (L)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

MEDICINE BOW N41°50.73′ W106°00.26′ NOTAM FILE CPR. CHEYENNE
(L) VORW/DME 111.6 MBW Chan 53 272° 8.2 NM to Medicine Bow. 7000/14E. H–3E, 5A, L–12F
RCO 122.5 (CASPER RADIO)

MILEY MEM FLD (See BIG PINEY)

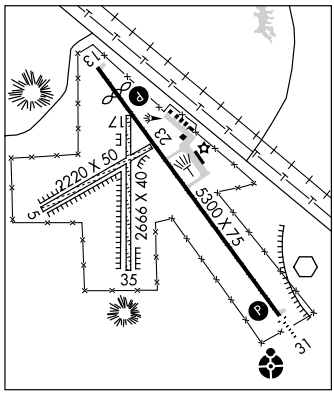
MONDELL FLD (See NEWCASTLE)

MUDDY MOUNTAIN N43°05.45′ W106°16.62′ NOTAM FILE CPR. CHEYENNE
(H) VORTACW 116.2 DDY Chan 109 205° 13.7 NM to H–2F, 3E, 5A, L–11E, 12F
Casper/Natrona Co Intl. 5863/12E.

NEWCASTLE N43°52.87′ W104°18.47′. NOTAM FILE CPR. CHEYENNE
(L) VORW 108.2 ECS at Mondell Fld. 4210/11E L–12F
VOR unusable
003°–023° beyond 25 NM below 10,500′
023°–043° beyond 25 NM
043°–063° beyond 25 NM below 12,000′
063°–093° beyond 30 NM below 11,000′
093°–113° beyond 30 NM below 10,500′
328°–003° beyond 25 NM below 9,000′
RCO 122.5 (CASPER RADIO)

NEWCASTLE

MONDELL FLD (ECS) 5 NW UTC−7(−6DT) N43°53.13′ W104°19.08′ CHEYENNE
4174 B FUEL 100LL, JET A NOTAM FILE CPR H–2G, L–12F
RWY 13–31: H5300X75 (CONC) S–30 MIRL IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 27′. Thld dsplcd 500′. Railroad. Rgt tfc.
RWY 31: ODALS. PAPI(P2L)—GA 3.0° TCH 26′.
RWY 17–35: 2666X40 (TURF–DIRT) 0.8% up NW
RWY 35: Fence.
RWY 05–23: 2220X50 (TURF–DIRT) 0.7% up NE
RWY 05: Fence. RWY 23: P–line.



AIRPORT REMARKS: Attended 1500–0000Z‡. For attendant after hours call 307–746–9732. For fuel after hrs phone 307–746–9732. Wildlife on or near the rwys. Snow removal Rwy 13–31 only. Rwy 17–35 not mowed/maintained. Radio controlled airplane activity invof airport, within 675′ of Rwy 05. Rwy 17–35 N 600′ closed indef. Rwy 05–23 and Rwy 17–35 edges are unmarked and width is approximate, due to graded shoulders rwys appear wider than they actually are. Soft shoulders near edges of rwys, twys, and ramps. NSTD markings Rwy 31 aiming points wrong dimensions. No twy lead-in or centerline. PAEW mowing field SR–SS during spring and summer. Rwy 13 PAPI realigned with dsplcd thld. ACTIVATE MIRL Rwy 13–31, REIL Rwy 13, PAPI Rwy 13 and Rwy 31, and ODALS Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.0 (307) 746–4896.
COMMUNICATIONS: CTAF/UNICOM 122.8
NEWCASTLE RCO 122.5 (CASPER RADIO)
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.
RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56′ W103°00.74′ 252° 56.9 NM to fld. 3160/13E.
NEWCASTLE (L) VORW 108.2 ECS N43°52.87′ W104°18.47′ at fld. 4210/11E. NOTAM FILE CPR.

NORTH BIG HORN CO (See COWLEY–LOVELL–BYRON)

PHIFER AIRFIELD (See WHEATLAND)

VOR ECS	APP CRS	Rwy Idg	5300
108.2	323°	TDZE	4174
		Apt Elev	4174

VOR or GPS RWY 31

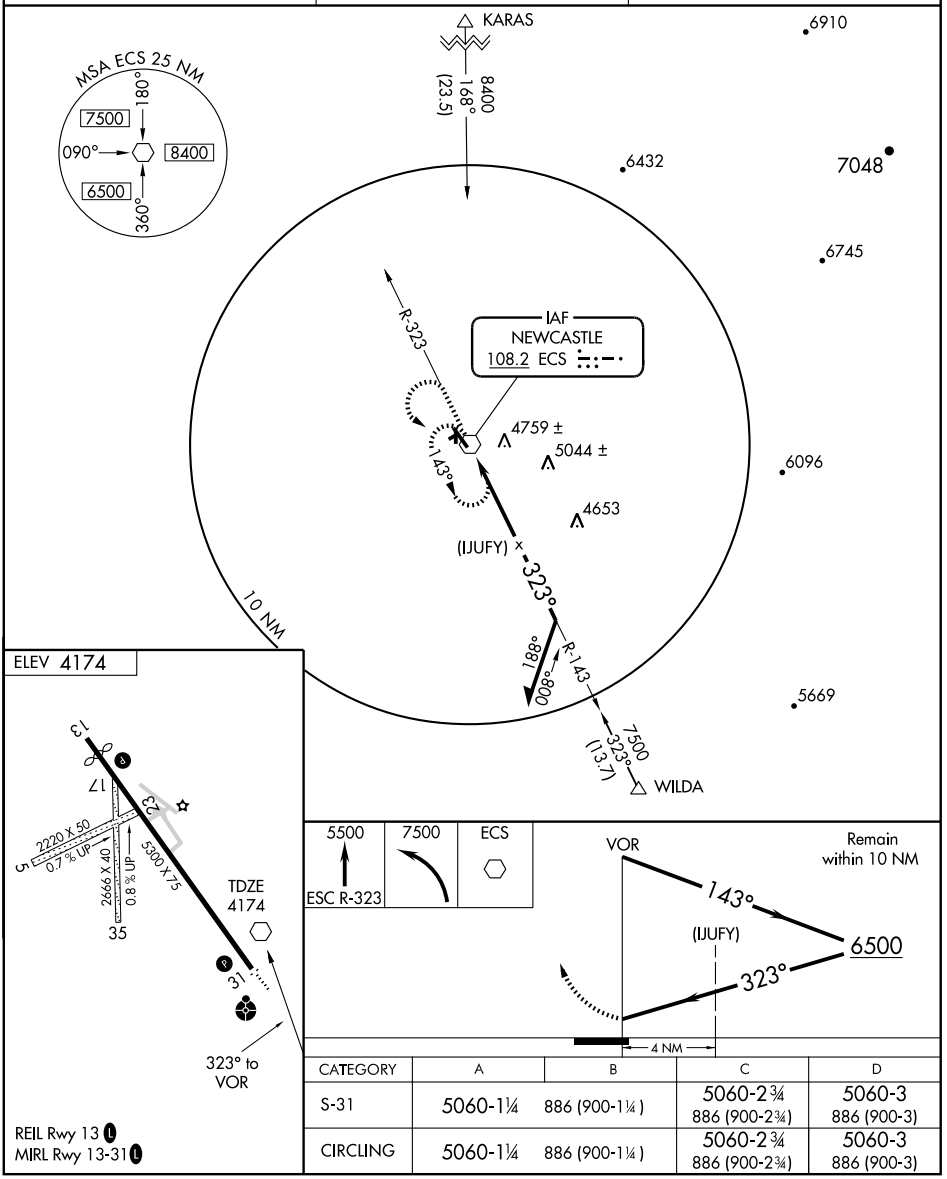
NEWCASTLE/MONDELL FIELD (ECS)

Circling east of Rwy 13-31 not authorized. Obtain local altimeter setting on CTAF when not received procedure not authorized.

ODALS

MISSED APPROACH: Climb to 5500 via ECS VOR R-323, then climbing left turn to 7500 direct ECS VOR and hold.

AWOS-3	DENVER CENTER	UNICOM
118.0	127.95 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	5060-1¼	886 (900-1¼)	5060-2¾ 886 (900-2¾)	5060-3 886 (900-3)
CIRCLING	5060-1¼	886 (900-1¼)	5060-2¾ 886 (900-2¾)	5060-3 886 (900-3)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

PINE BLUFFS MUNI (82V) 3 SW UTC−7(−6DT) N41°09.20′ W104°07.81′ **CHEYENNE**
5152 B NOTAM FILE CPR **H–5A, L–12F**

RWY 08–26: H5336X75 (ASPH) S–12.5 MIRL
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40′.

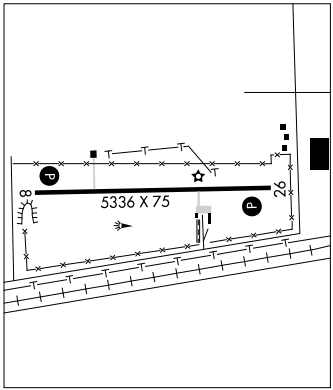
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 08–26, PAPI Rwys 08 and 26 REIL Rwys 08 and 26 and wind tee—CTAF.

WEATHER DATA SOURCES: AWOS–3 132.425 (307) 245–3613.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CYS.

CHEYENNE (H) VORTACW 113.1 CYS Chan 78 N41°12.66′ W104°46.37′ 084° 29.3 NM to fld. 6211/13E.



PINEDALE

RALPH WENZ FLD (PNA) 5 SE UTC−7(−6DT) N42°47.84′ W109°48.66′ **SALT LAKE CITY**
7102 B S4 **FUEL** 100LL, JET A NOTAM FILE CPR **H–3D, L–11D**
IAP

RWY 11–29: H8900X100 (ASPH) S–45 MIRL 0.3% up W
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 41′.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 42′.

AIRPORT REMARKS: Attended Jun–Oct 1600–0100Z‡, Nov–May Mon–Fri 1600–0100Z‡. No call out fee normal business hours Sat–Sun. For fuel after hrs call 307–413–7888. For svc after hours call 307–413–7888 or 307–367–2290. All helicopter tfc to come and go via the taxiway. Flying over buildings adjacent to ramp is prohibited. ACTIVATE MIRL Rwy 11–29, PAPI Rwys 11 and Rwy 29, and REIL Rwy 11 and Rwy 29—CTAF. Landing fee.

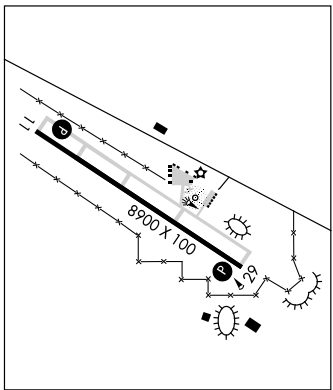
WEATHER DATA SOURCES: AWOS–3 118.325 (307) 367–6425.

COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE PNA.

BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77′ W110°06.55′ 029° 18.6 NM to fld. 6960/16E.

WENZ NDB (MHW) 392 PNA N42°47.83′ W109°48.21′ at fld. NOTAM FILE CPR.



NDB PNA	APP CRS	Rwy Idg	N/A
392	309°	TDZE	N/A
		Apt Elev	7102

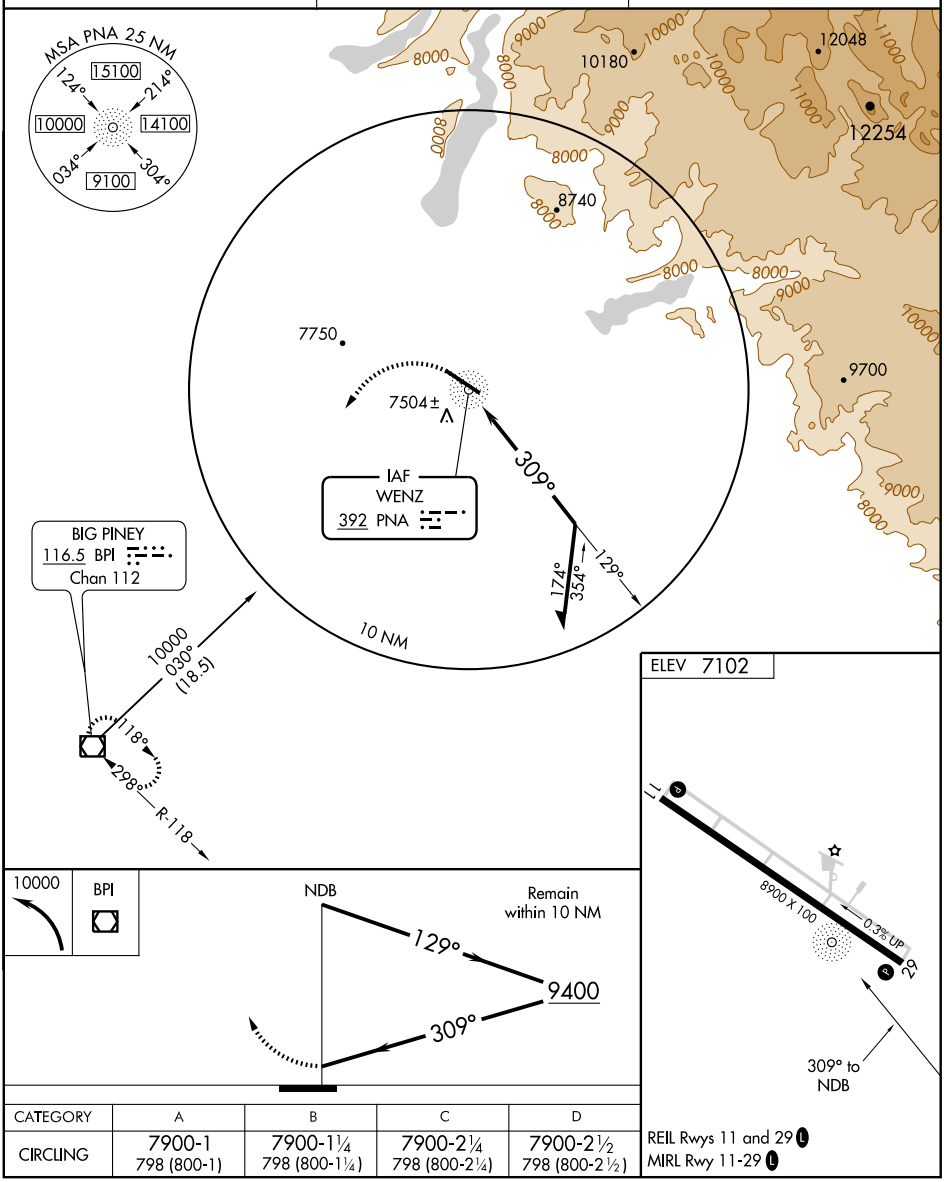
NDB-A

PINEDALE/ RALPH WENZ FIELD (PNA)

Procedure NA at night. When local altimeter setting not received, use Miley Memorial Field altimeter setting and increase all MDA 60 feet and visibility Cat C/D ¼ mile.

MISSED APPROACH: Climbing left turn to 10000 direct BPI VOR/DME and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.325	128.35 239.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	7900-1 798 (800-1)	7900-1¼ 798 (800-1¼)	7900-2¼ 798 (800-2¼)	7900-2½ 798 (800-2½)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	8900
119°	TDZE	7102
	Apt Elev	7102

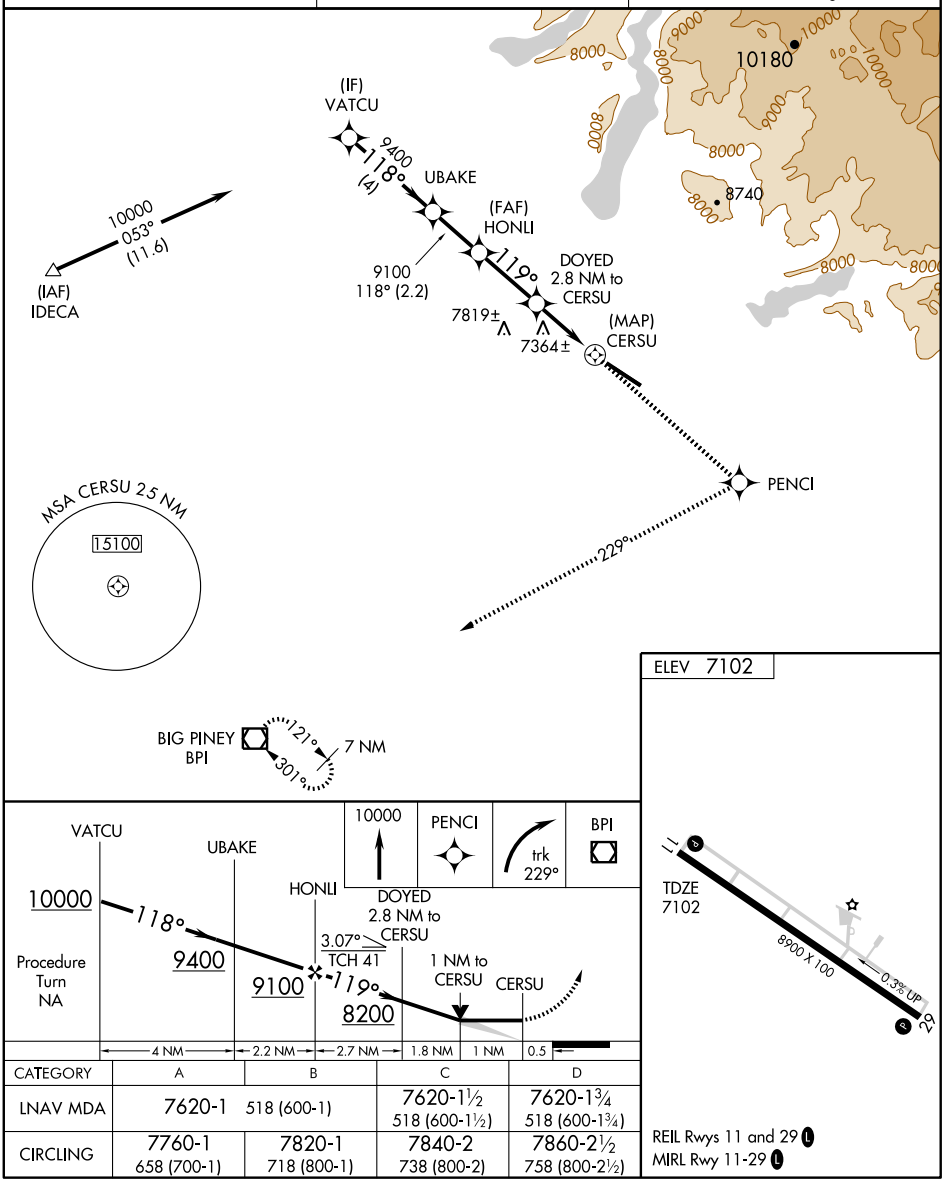
RNAV (GPS) RWY 11

PINEDALE/ RALPH WENZ FIELD (PNA)

Circling NA at night. DME/DME RNP- 0.3 NA. VDP NA when using Miley Memorial Field altimeter setting. When local altimeter setting not received, use Miley Memorial Field altimeter setting and increase all MDA 60 feet and circling Cats B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 10000 direct PENCI and right turn via track 229° to BPI VOR/DME and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.325	128.35 239.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	7620-1 518 (600-1)		7620-1½ 518 (600-1½)	7620-1¾ 518 (600-1¾)
CIRCLING	7760-1 658 (700-1)	7820-1 718 (800-1)	7840-2 738 (800-2)	7860-2½ 758 (800-2½)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 29

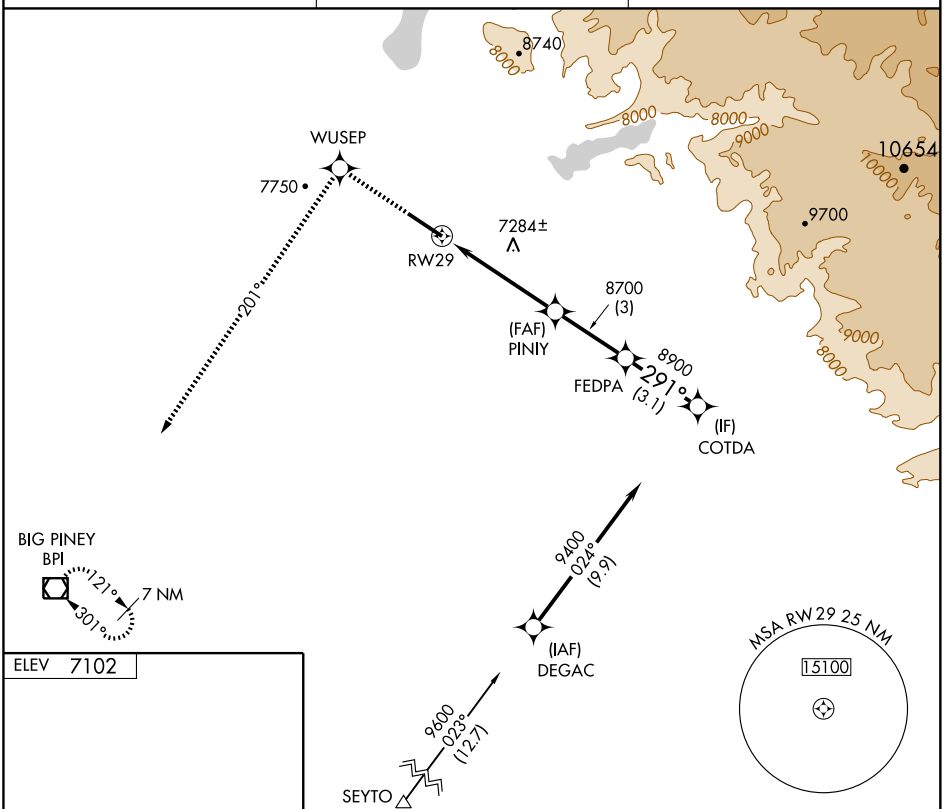
PINEDALE/ RALPH WENZ FIELD (PNA)

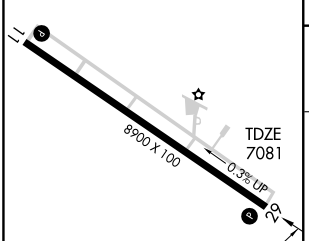
APP CRS	Rwy Idg	8900
291°	TDZE	7081
	Apt Elev	7102

DME/DME RNP-0.3 NA. Procedure NA at night. VDP NA when using Miley Memorial Field altimeter setting. When local altimeter setting not received, use Miley Memorial Field altimeter setting and increase all MDA 60 feet and circling Cats B/C/D visibility ¼ mile.

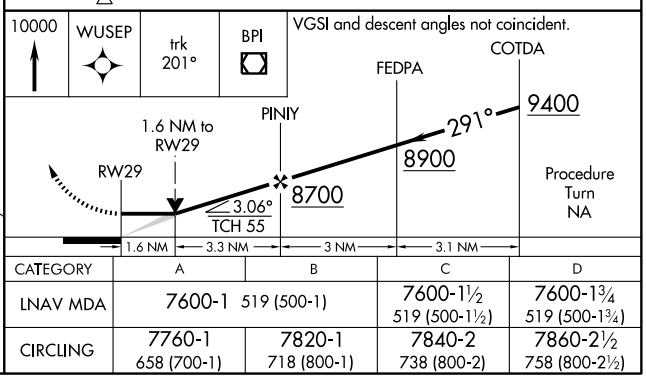
MISSED APPROACH: Climb to 10000 direct WUSEP and via track 201° to BPI VOR/DME and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.325	128.35 239.25	122.8 (CTAF) L





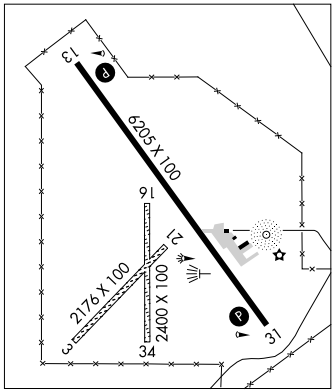
REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	7600-1 519 (500-1)		7600-1½ 519 (500-1½)	7600-1¾ 519 (500-1¾)
CIRCLING	7760-1 658 (700-1)	7820-1 718 (800-1)	7840-2 738 (800-2)	7860-2½ 758 (800-2½)

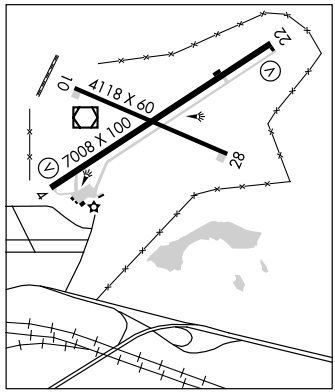
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

POWELL MUNI (POY) 7 N UTC−7(−6DT) N44°52.03′ W108°47.61′ **BILLINGS**
5092 B S4 **FUEL** 100LL, JET A NOTAM FILE CPR **H–1E, L–13D**
RWY 13–31: H6205X100 (ASPH) S–15 MIRL 1.6% up SE **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 38′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Fence.
RWY 16–34: 2400X100 (TURF–DIRT) 1.9% up SE
RWY 34: Fence.
RWY 03–21: 2176X100 (TURF–DIRT) 1.4% up SW
RWY 03: Fence.
AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. For svc after hrs phone 307–254–0977. Fuel 24 hr credit card svc avbl. After hrs emerg ctc police department 307–754–2212. ACTIVATE MIRL Rwy 13–31, REIL Rwy 31 and PAPI Rwy 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (307) 754–7093.
COMMUNICATIONS: CTAF/UNICOM 122.7
CODY RCO 122.3 (CASPER RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE COD.
CODY (L) VORW/DME 111.8 COD Chan 55 N44°37.23′ W108°57.90′ 012° 16.5 NM to fld. 4794/14E.
NDB (MHW) 344 POY N44°52.01′ W108°47.18′ at fld. NOTAM FILE CPR.



RALPH WENZ FLD (See PINEDALE)

RAWLINS MUNI/HARVEY FLD (RWL) 2 NE UTC−7(−6DT) N41°48.34′ W107°12.00′ **CHEYENNE**
6813 B S2 **FUEL** 100LL, JET A OX 1 NOTAM FILE RWL **H–3E, L–11E**
RWY 04–22: H7008X100 (ASPH–PFC) S–30, D–60 MIRL 1.0% up NE **IAP**
RWY 04: VASI(V2L)—GA 3.0° TCH 44′. Tank. Rgt tfc.
RWY 22: REIL. VASI(V2L)—GA 3.0° TCH 44′. Ground.
RWY 10–28: H4118X60 (ASPH) S–12 MIRL
RWY 28: REIL. Rgt tfc.
AIRPORT REMARKS: Attended Nov–Feb Mon–Sat 1430–0000Z‡, Mar–Dec 1430–0130Z‡. Nov–Feb Mon–Sat on call Sun number posted at FBO. Nov–Feb Mon–Sat for svc other times call 307–324–2361 or number posted on door of FBO. Mar–Oct for svc other times call 307–324–2361/5264 or 307–321–9929. For fuel after hours call 307–324–2361 or number posted on door of FBO. Rwy 10–28 large cracks with sluffing edges. Birds on and in vicinity of all rwys. Request all acft departing Rwy 28 make rgt turnout as soon as safety permits after tkf to avoid housing area and for noise abatement. Rwy 10–28 limited to acft up to 12,000 lbs gross weight. ACTIVATE MIRL Rwy 04–22, Rwy 10–28 and REIL Rwy 22 and Rwy 28—CTAF. VASI Rwy 04 and Rwy 22 opr continuously.
WEATHER DATA SOURCES: ASOS 118.525 (307) 328–0031.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (CASPER RADIO)
DENVER CENTER APP/DEP CON 132.1
AIRSPACE: CLASS E svc 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE RWL.
(T) VORW/DME 109.4 RWL Chan 31 N41°48.29′ W107°12.26′ at fld. 6750/13E. VOR portion unmonitored 0500–1300Z‡. DME portion unmonitored continuously. Unusable 245°–275° beyond 15 NM below 12,500′.



NDB POY 344	APP CRS 320°	Rwy Idg 6205 TDZE 5092 Apt Elev 5092

NDB or GPS RWY 31

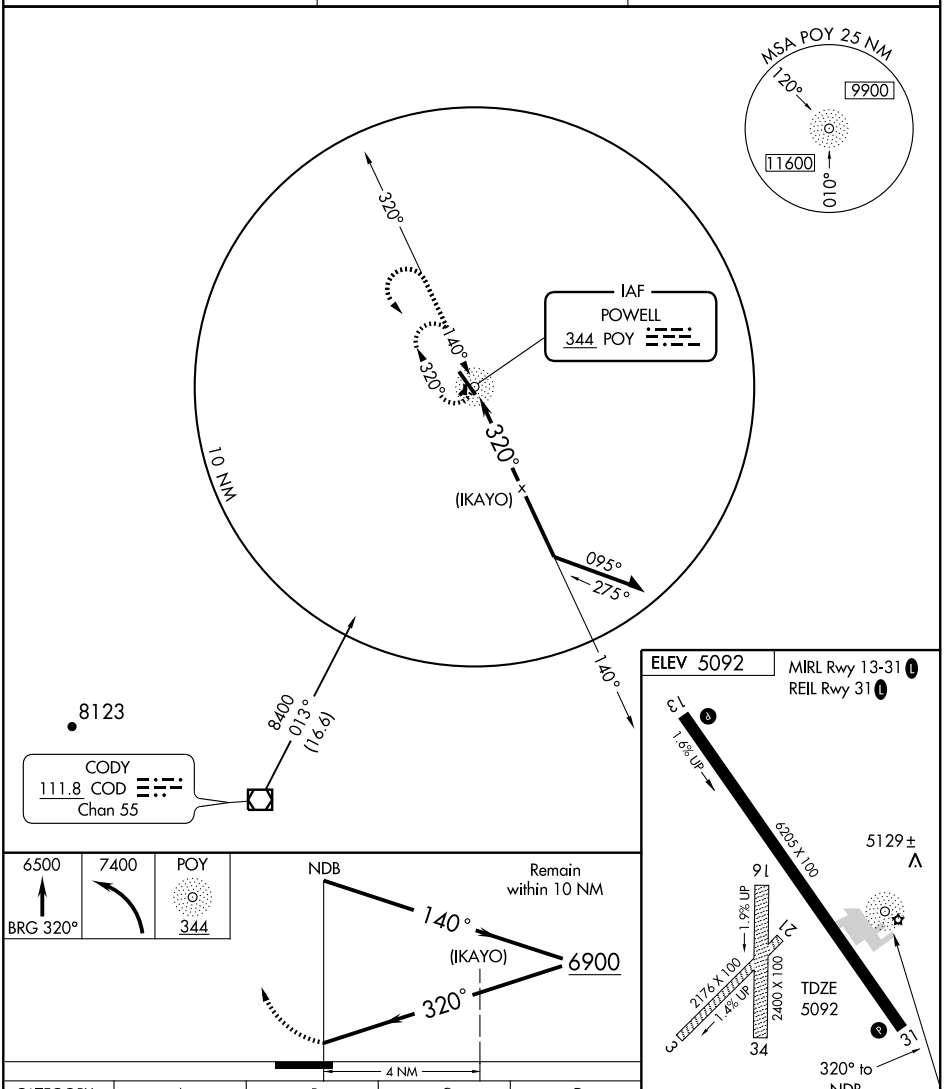
POWELL MUNI (POY)

Obtain local altimeter setting on CTAF; when not received, procedure not authorized.

NA

MISSED APPROACH: Climb to 6500 via 320° bearing from POY NDB then climbing left turn to 7400 direct POY NDB and hold.

AWOS-3	CASPER RADIO	UNICOM
119.275	122.3	122.7 (CTAF) L

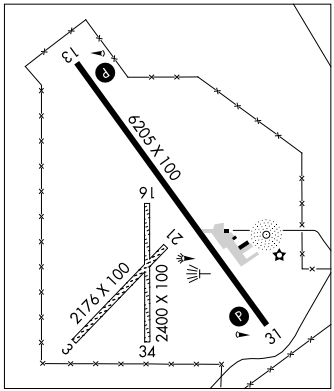


CATEGORY	A	B	C	D
S-31	5500-1 408 (500-1)		5500-1¼ 408 (500-1¼)	
CIRCLING	5500-1 408 (500-1)	5560-1 468 (500-1)	5560-1½ 468 (500-1½)	5660-2 568 (600-2)

Knots	60	90	120	150	180
Min:Sec					

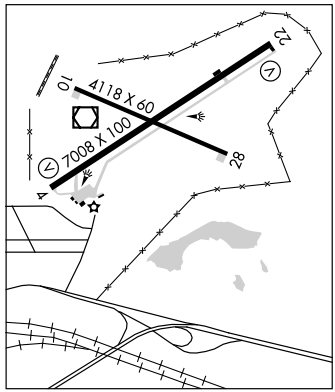
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

POWELL MUNI (POY) 7 N UTC−7(−6DT) N44°52.03′ W108°47.61′ **BILLINGS**
5092 B S4 **FUEL** 100LL, JET A NOTAM FILE CPR **H–1E, L–13D**
RWY 13–31: H6205X100 (ASPH) S–15 MIRL 1.6% up SE **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 38′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Fence.
RWY 16–34: 2400X100 (TURF–DIRT) 1.9% up SE
RWY 34: Fence.
RWY 03–21: 2176X100 (TURF–DIRT) 1.4% up SW
RWY 03: Fence.
AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. For svc after hrs phone 307–254–0977. Fuel 24 hr credit card svc avbl. After hrs emerg ctc police department 307–754–2212. ACTIVATE MIRL Rwy 13–31, REIL Rwy 31 and PAPI Rwy 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (307) 754–7093.
COMMUNICATIONS: CTAF/UNICOM 122.7
CODY RCO 122.3 (CASPER RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE COD.
CODY (L) VORW/DME 111.8 COD Chan 55 N44°37.23′ W108°57.90′ 012° 16.5 NM to fld. 4794/14E.
NDB (MHW) 344 POY N44°52.01′ W108°47.18′ at fld. NOTAM FILE CPR.



RALPH WENZ FLD (See PINEDALE)

RAWLINS MUNI/HARVEY FLD (RWL) 2 NE UTC−7(−6DT) N41°48.34′ W107°12.00′ **CHEYENNE**
6813 B S2 **FUEL** 100LL, JET A OX 1 NOTAM FILE RWL **H–3E, L–11E**
RWY 04–22: H7008X100 (ASPH–PFC) S–30, D–60 MIRL 1.0% up NE **IAP**
RWY 04: VASI(V2L)—GA 3.0° TCH 44′. Tank. Rgt tfc.
RWY 22: REIL. VASI(V2L)—GA 3.0° TCH 44′. Ground.
RWY 10–28: H4118X60 (ASPH) S–12 MIRL
RWY 28: REIL. Rgt tfc.
AIRPORT REMARKS: Attended Nov–Feb Mon–Sat 1430–0000Z‡, Mar–Dec 1430–0130Z‡. Nov–Feb Mon–Sat on call Sun number posted at FBO. Nov–Feb Mon–Sat for svc other times call 307–324–2361 or number posted on door of FBO. Mar–Oct for svc other times call 307–324–2361/5264 or 307–321–9929. For fuel after hours call 307–324–2361 or number posted on door of FBO. Rwy 10–28 large cracks with sluffing edges. Birds on and in vicinity of all rwys. Request all acft departing Rwy 28 make rgt turnout as soon as safety permits after tkf to avoid housing area and for noise abatement. Rwy 10–28 limited to acft up to 12,000 lbs gross weight. ACTIVATE MIRL Rwy 04–22, Rwy 10–28 and REIL Rwy 22 and Rwy 28—CTAF. VASI Rwy 04 and Rwy 22 opr continuously.
WEATHER DATA SOURCES: ASOS 118.525 (307) 328–0031.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (CASPER RADIO)
DENVER CENTER APP/DEP CON 132.1
AIRSPACE: CLASS E svc 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE RWL.
(T) VORW/DME 109.4 RWL Chan 31 N41°48.29′ W107°12.26′ at fld. 6750/13E. VOR portion unmonitored 0500–1300Z‡. DME portion unmonitored continuously. Unusable 245°–275° beyond 15 NM below 12,500′.



WAAS	APP CRS	Rwy Idg	7008
CH 93716	221°	TDZE	6813
W22A		Apt Elev	6813

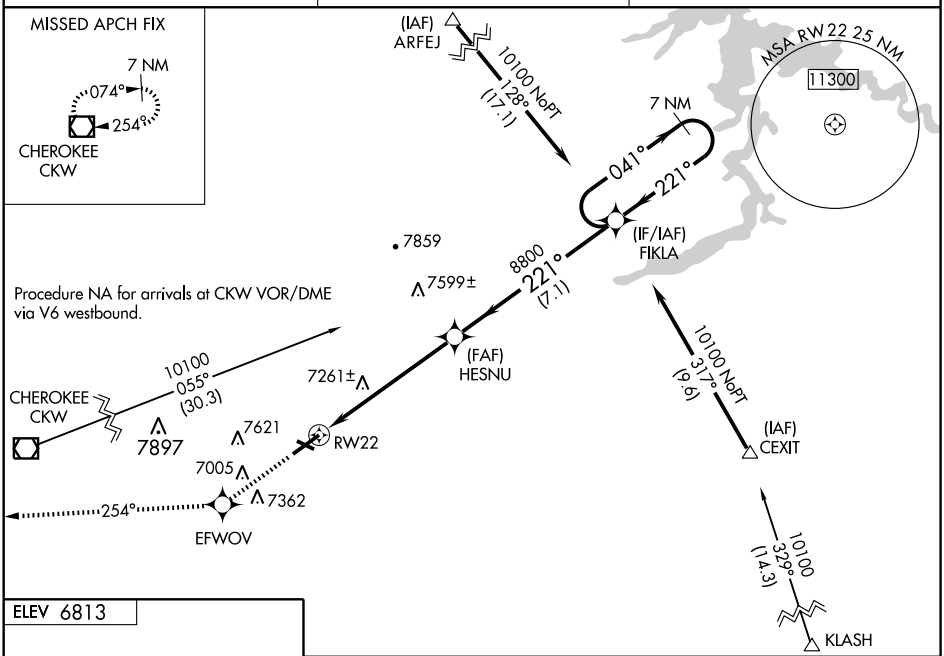
RNAV (GPS) RWY 22

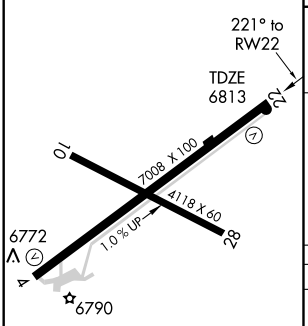
RAWLINS MUNI/HARVEY FIELD (RWL)

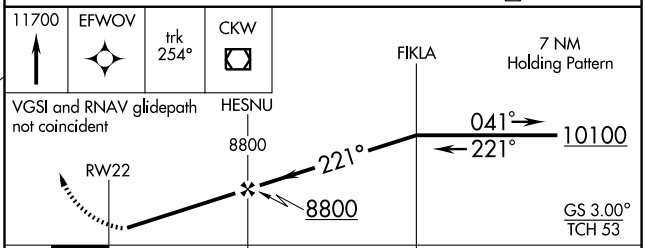
Circling NA NW of Rwy 4-22.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 35°C (95°F).
DME/DME RNP- 0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 11700 direct EFWOV and via track 254° to CKW VOR/DME and hold, continue climb-in-hold to 11700.

ASOS	DENVER CENTER	UNICOM
118.525	132.1 254.35	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	7143-1¼ 330 (400-1¼)			
LNAV/VNAV DA	7711-4 898 (900-4)			
LNAV MDA	7660-1 847 (900-1)	7660-1¼ 847 (900-1¼)	7660-2½ 847 (900-2½)	7660-2¾ 847 (900-2¾)
CIRCLING	7660-1 847 (900-1)	7660-1¼ 847 (900-1¼)	7660-2½ 847 (900-2½)	7680-2¾ 867 (900-2¾)

REIL Rwys 22 and 28 L
MIRL Rwys 4-22 and 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME RWL 109.4 Chan 31	APP CRS 221°	Rwy Idg 7008 TDZE 6813 Apt Elev 6813

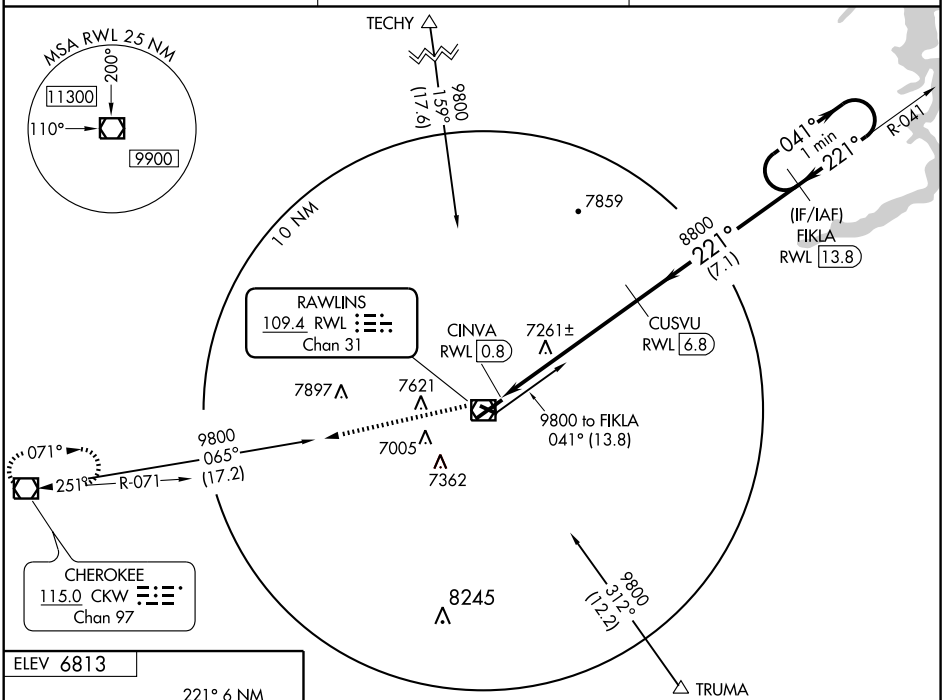
VOR/DME RWY 22

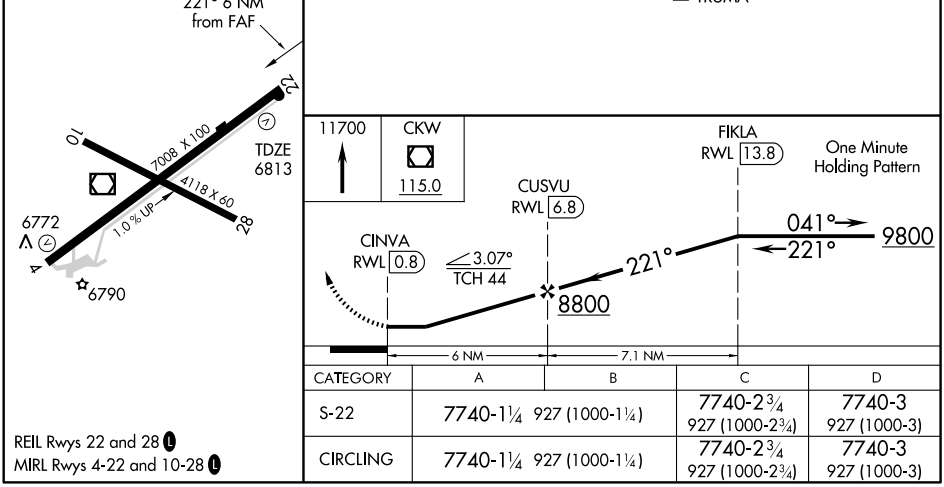
RAWLINS MUNI/HARVEY FIELD (RWL)

Circling NA northwest of Rwy 4-22.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11700 direct CKW VOR/DME and hold, continue climb-in-hold to 11700.

ASOS 118.525	DENVER CENTER 132.1 254.35	UNICOM 123.0 (CTAF) L



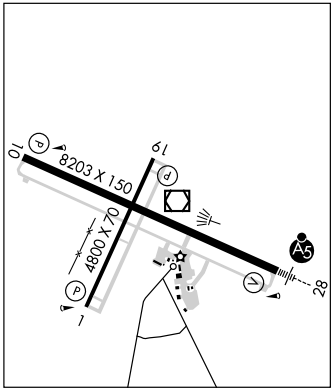


CATEGORY	A	B	C	D
S-22	7740-1¼ 927 (1000-1¼)		7740-2¾ 927 (1000-2¾)	7740-3 927 (1000-3)
CIRCLING	7740-1¼ 927 (1000-1¼)		7740-2¾ 927 (1000-2¾)	7740-3 927 (1000-3)

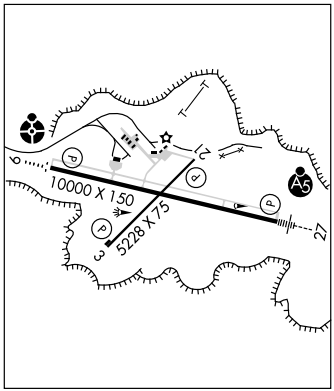
REIL Rwys 22 and 28 L
MIRL Rwys 4-22 and 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RIVERTON RGNL (RIW) 3 NW UTC−7(−6DT) N43°03.85′ W108°27.59′ **CHEYENNE**
5528 B S4 **FUEL** 100LL, JET A OX 4 Class II, ARFF Index A NOTAM FILE RIW **H–3E, L–11E**
RWY 10–28: H8203X150 (ASPH–PFC) S–85, D–110, 2S–140, 2D–165 HIRL **IAP**
RWY 10: REIL. PAPI(P4L)—GA 2.83° TCH 45′. P–lines.
1.4% down.
RWY 28: MALSR. VASI(V4L)—GA 3.0° TCH 50′. 0.7% up.
RWY 01–19: H4800X70 (ASPH–GRVD) S–30, D–50 MIRL
0.3% up NE
RWY 01: REIL. PAPI(P2L)—GA 2.75° TCH 40′. P–line.
RWY 19: REIL. PAPI(P2L)—GA 2.75° TCH 39′.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. For svc after hrs call 307–856–3599. Multiple hot air balloons invof arpt during July. Rwy 28 first 1000′ ASPH–GRVD. PPR for unscheduled acft ops with more than 30 passenger seats call arpt manager 307–856–7063/7980. General aviation acft not authorized on west ramp. ACTIVATE HIRL Rwy 10–28; MIRL and REIL Rwy 01–19; REIL Rwy 10 and MALSR Rwy 28—CTAF. VASI Rwy 28 and PAPI Rwy 01, Rwy 10 and Rwy 19 opr 24 hrs.
WEATHER DATA SOURCES: ASOS 121.425 (307) 856–4473.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE RIW.
(L) VORW/DME 108.8 RIW Chan 25 N43°03.95′ W108°27.33′ at fld. 5450/16E.
KLINT NDB (LOM) 217 RI N43°00.85′ W108°18.31′ 280° 7.4 NM to fld. Unmonitored.
ILS 110.5 I–RIW Rwy 28. Class IE. LOM KLINT NDB. ILS and LOM unmonitored.



ROCK SPRINGS–SWEETWATER CO (RKS) 7 E UTC−7(−6DT) N41°35.65′ W109°03.91′ **SALT LAKE CITY**
6764 B **FUEL** 100LL, JET A1+ OX 1, 2 Class I, ARFF Index A NOTAM FILE RKS **H–3D, L–11E**
RWY 09–27: H10000X150 (ASPH–GRVD) S–55, D–110, 2S–140 HIRL **IAP**
RWY 09: ODALS. PAPI(P4L)—GA 3.0° TCH 50′. 0.4% up.
RWY 27: MALSR. PAPI(P4R)—GA 3.0° TCH 50′. 0.3% down.
RWY 03–21: H5228X75 (ASPH–PFC) S–12, D–25 MIRL
0.3% up NE
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
AIRPORT REMARKS: Attended 1200–0430Z‡. PPR for air carrier ops with more than 30 passenger seats 0400–1300Z‡, call arpt manager 307–352–6880/6888. Terminal parking requires prior approval. Commercial landing fee for aircraft over 12,500 lbs. ACTIVATE MIRL Rwy 03–21, HIRL Rwy 09–27, ODALS Rwy 09, MALSR Rwy 27, REIL Rwy 03 and Rwy 21, and twy lgts—CTAF. PAPI Rwy 03, Rwy 21, Rwy 09 and Rwy 27 opr continuously.
WEATHER DATA SOURCES: ASOS 118.375 (307) 362–2541. SAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.6 (CASPER RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE RKS.
(H) VORW/DME 116.0 OCS Chan 107 N41°35.41′
W109°00.92′ 263° 2.3 NM to fld. 6785/13E. Unusable 186°–195° byd 25 NM blo 14,000′.
ILS/DME 109.3 I–RKS Chan 30 Rwy 27. GS unusable byd 5° left of localizer course. ILS GS unusable for coupled approaches blo 7,000′ msl.



SARATOGA N41°26.70′ W106°49.93′. NOTAM FILE CPR. **CHEYENNE**
NDB (MHW) 266 SAA at Shively Fld. **L–9E, 11E**

ILS or LOC RWY 28

RIVERTON RGNL (RIW)

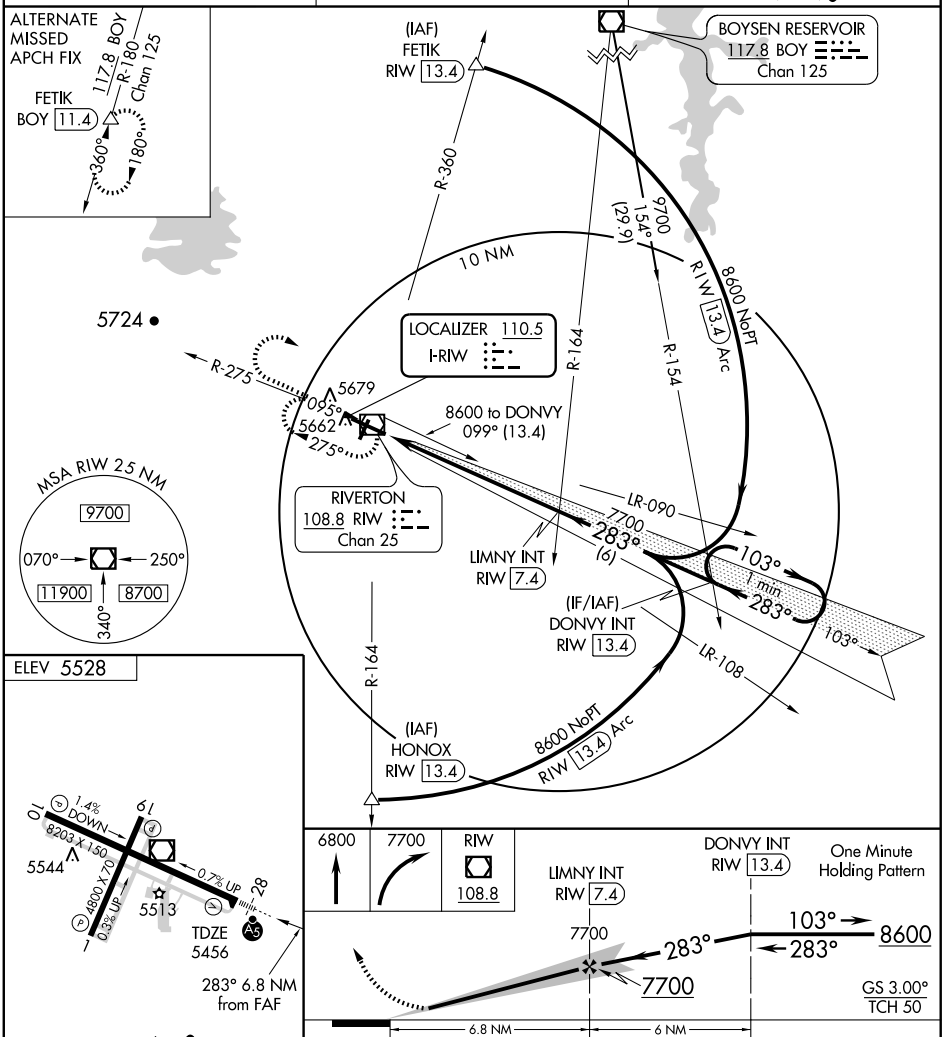
LOC I-RIW	APP CRS	Rwy Idg	8203
110.5	283°	TDZE	5456
		Apt Elev	5528

When local altimeter setting not received, use Lander altimeter setting and increase all DA 53 feet, all MDA 60 feet, and S-LOC Cat D visibility ¼ mile. For inoperative MALSR when, using Lander altimeter setting, increase S-ILS all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 6800 then climbing right turn to 7700 direct RIW VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
121.425	133.25 285.6	122.8 (CTAF) L



REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

CATEGORY	A	B	C	D
S-ILS 28	5656-½ 200 (200-½)			
S-LOC 28	5880-½ 424 (400-½)		5880-¾ 424 (400-¾)	
CIRCLING	5980-1 452 (500-1)		5980-1½ 452 (500-1½)	6080-2 552 (600-2)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8203
CH 42899	103°	TDZE	5528
W10A		Apt Elev	5528

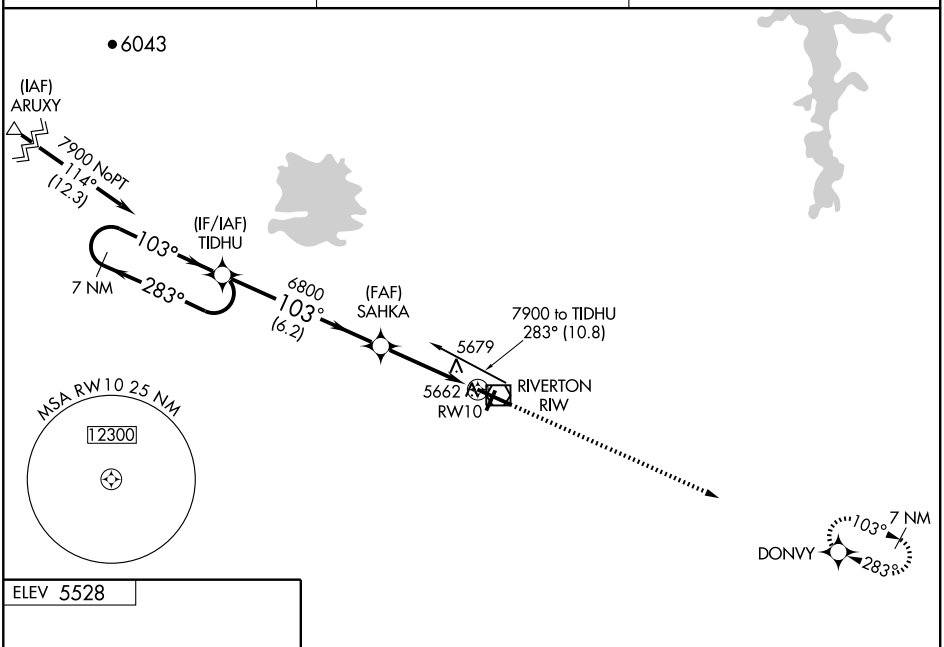
RNAV (GPS) RWY 10

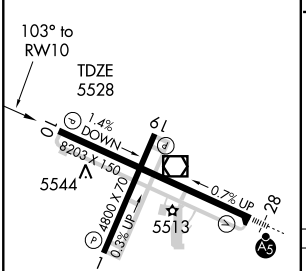
RIVERTON RGNL (RIW)

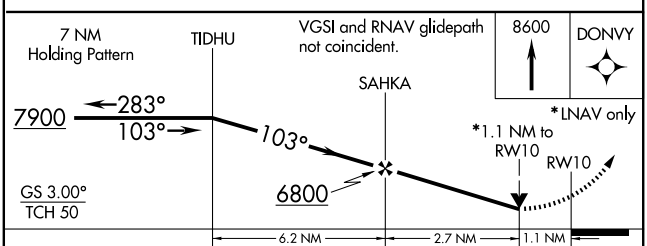
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Lander altimeter setting and increase all DA 53 feet and all MDA 60 feet, and increase LPV and LNAV-VNAV all Cats and LNAV Cat D visibility ¼ mile.
Baro-VNAV and VDP NA when using Lander altimeter setting.

MISSED APPROACH: Climb to 8600 direct DONVY and hold.

ASOS	SALT LAKE CENTER	UNICOM
121.425	133.25 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	5919-1¼ 391 (400-1¼)			
LNAV/VNAV DA	5976-1½ 448 (500-1½)			
LNAV MDA	5940-1 412 (500-1)		5940-1¼ 412 (500-1¼)	
CIRCLING	5980-1 452 (500-1)		5980-1½ 452 (500-1½)	6080-2 552 (600-2)

REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8203
CH 61115	283°	TDZE	5456
W28A		Apt Elev	5528

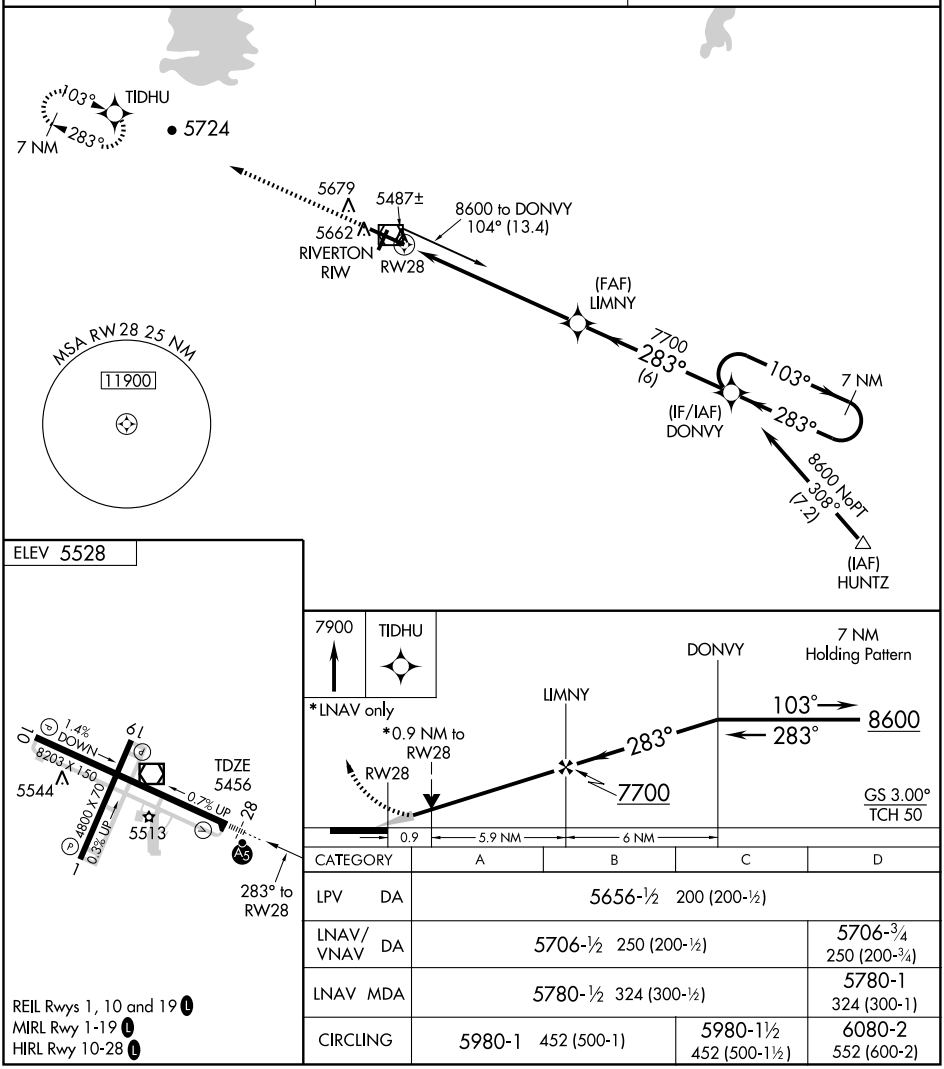
RNAV (GPS) RWY 28
RIVERTON RGNL (RIW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F).
Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lander altimeter setting.
For inoperative MALSR, increase LNAV-VNAV Cat D visibility ¼ mile.
When local altimeter setting not received, use Lander altimeter setting and increase all DA 53 feet and all MDA 60 feet.
For inoperative MALSR when using Lander altimeter setting, increase LPV all Cats ½ mile, and LNAV/VNAV and LNAV Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 7900 direct TIDHU and hold.

ASOS	SALT LAKE CENTER	UNICOM
121.425	133.25 285.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	5656-½ 200 (200-½)			
LNAV/VNAV DA	5706-½ 250 (200-½)			5706-¾ 250 (200-¾)
LNAV MDA	5780-½ 324 (300-½)			5780-1 324 (300-1)
CIRCLING	5980-1 452 (500-1)		5980-1½ 452 (500-1½)	6080-2 552 (600-2)

REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

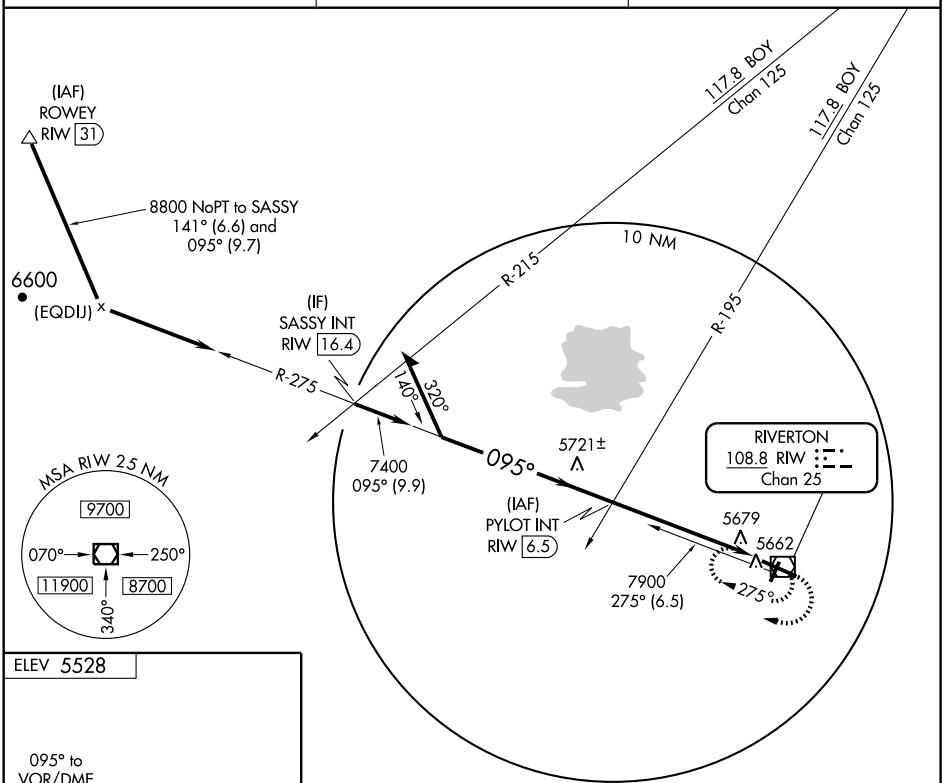
VOR/DME RIW	APP CRS	Rwy Idg	8203
108.8	095°	TDZE	5528
Chan 25		Apt Elev	5528

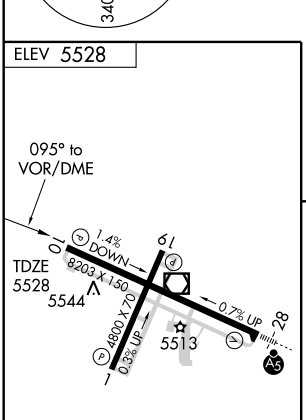
VOR RWY 10
RIVERTON RGNL (RIW)

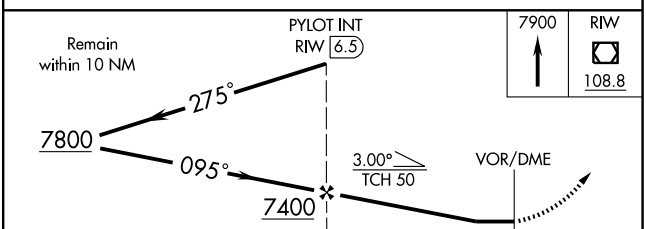
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Lander altimeter setting and increase all MDA 60 feet and increase S-10 Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 7900 in RIW VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
121.425	133.25 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-10	5940-1 412 (500-1)		5940-1¼ 412 (500-1¼)	
CIRCLING	5980-1 452 (500-1)		5980-1½ 452 (500-1½)	6080-2 552 (600-2)

REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME RIW	APP CRS	Rwy Idg	8203
108.8	287°	TDZE	5456
Chan 25		Apt Elev	5528

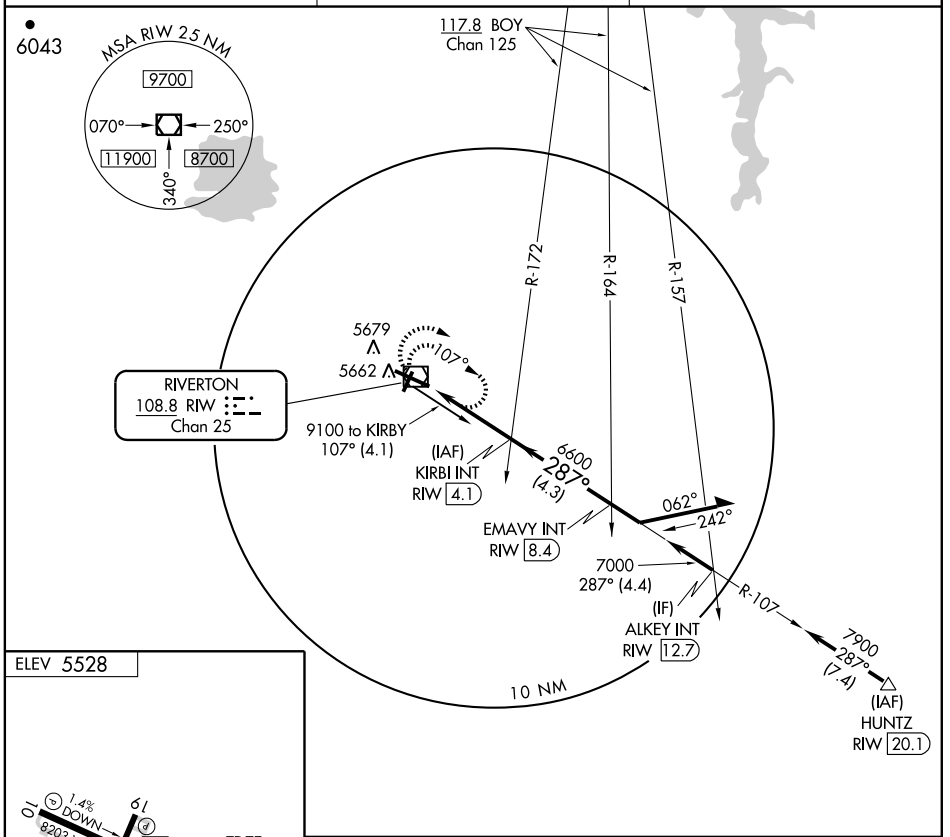
VOR RWY 28
RIVERTON RGNL (RIW)

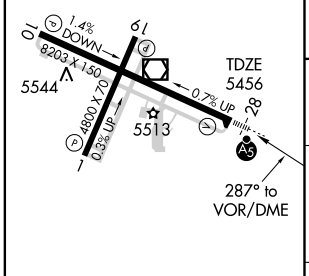
When local altimeter setting not received, use Lander altimeter setting and increase all MDA 60 feet and S-28 Cats C and D visibility ¼ mile. VDP NA when using Lander altimeter setting.

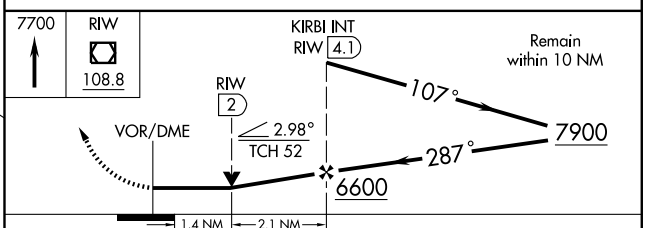
MALSR

MISSED APPROACH: Climb to 7700 in RIW VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
121.425	133.25 285.6	122.8 (CTAF) L





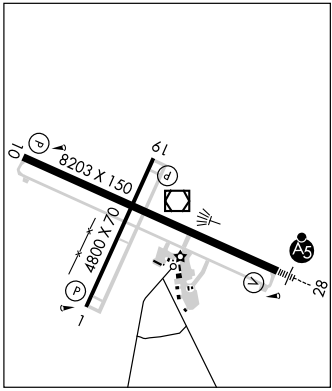


CATEGORY	A	B	C	D
S-28	5940-½ 484 (500-½)		5940-¾ 484 (500-¾)	5940-1 484 (500-1)
CIRCLING	5980-1 452 (500-1)		5980-1½ 452 (500-1½)	6080-2 552 (600-2)

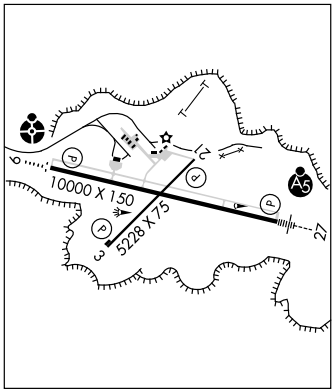
REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

RIVERTON RGNL (RIW) 3 NW UTC−7(−6DT) N43°03.85′ W108°27.59′ **CHEYENNE**
5528 B S4 **FUEL** 100LL, JET A OX 4 Class II, ARFF Index A NOTAM FILE RIW **H–3E, L–11E**
RWY 10–28: H8203X150 (ASPH–PFC) S–85, D–110, 2S–140, 2D–165 HIRL **IAP**
RWY 10: REIL. PAPI(P4L)—GA 2.83° TCH 45′. P–lines.
1.4% down.
RWY 28: MALSR. VASI(V4L)—GA 3.0° TCH 50′. 0.7% up.
RWY 01–19: H4800X70 (ASPH–GRVD) S–30, D–50 MIRL
0.3% up NE
RWY 01: REIL. PAPI(P2L)—GA 2.75° TCH 40′. P–line.
RWY 19: REIL. PAPI(P2L)—GA 2.75° TCH 39′.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. For svc after hrs call 307–856–3599. Multiple hot air balloons invof arpt during July. Rwy 28 first 1000′ ASPH–GRVD. PPR for unscheduled acft ops with more than 30 passenger seats call arpt manager 307–856–7063/7980. General aviation acft not authorized on west ramp. ACTIVATE HIRL Rwy 10–28; MIRL and REIL Rwy 01–19; REIL Rwy 10 and MALSR Rwy 28—CTAF. VASI Rwy 28 and PAPI Rwy 01, Rwy 10 and Rwy 19 opr 24 hrs.
WEATHER DATA SOURCES: ASOS 121.425 (307) 856–4473.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE RIW.
(L) VORW/DME 108.8 RIW Chan 25 N43°03.95′ W108°27.33′ at fld. 5450/16E.
KLINT NDB (LOM) 217 RI N43°00.85′ W108°18.31′ 280° 7.4 NM to fld. Unmonitored.
ILS 110.5 I–RIW Rwy 28. Class IE. LOM KLINT NDB. ILS and LOM unmonitored.



ROCK SPRINGS–SWEETWATER CO (RKS) 7 E UTC−7(−6DT) N41°35.65′ W109°03.91′ **SALT LAKE CITY**
6764 B **FUEL** 100LL, JET A1+ OX 1, 2 Class I, ARFF Index A NOTAM FILE RKS **H–3D, L–11E**
RWY 09–27: H10000X150 (ASPH–GRVD) S–55, D–110, 2S–140 HIRL **IAP**
RWY 09: ODALS. PAPI(P4L)—GA 3.0° TCH 50′. 0.4% up.
RWY 27: MALSR. PAPI(P4R)—GA 3.0° TCH 50′. 0.3% down.
RWY 03–21: H5228X75 (ASPH–PFC) S–12, D–25 MIRL
0.3% up NE
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
AIRPORT REMARKS: Attended 1200–0430Z‡. PPR for air carrier ops with more than 30 passenger seats 0400–1300Z‡, call arpt manager 307–352–6880/6888. Terminal parking requires prior approval. Commercial landing fee for aircraft over 12,500 lbs. ACTIVATE MIRL Rwy 03–21, HIRL Rwy 09–27, ODALS Rwy 09, MALSR Rwy 27, REIL Rwy 03 and Rwy 21, and twy lgts—CTAF. PAPI Rwy 03, Rwy 21, Rwy 09 and Rwy 27 opr continuously.
WEATHER DATA SOURCES: ASOS 118.375 (307) 362–2541. SAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.6 (CASPER RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE RKS.
(H) VORW/DME 116.0 OCS Chan 107 N41°35.41′
W109°00.92′ 263° 2.3 NM to fld. 6785/13E. Unusable 186°–195° byd 25 NM blo 14,000′.
ILS/DME 109.3 I–RKS Chan 30 Rwy 27. GS unusable byd 5° left of localizer course. ILS GS unusable for coupled approaches blo 7,000′ msl.



SARATOGA N41°26.70′ W106°49.93′. NOTAM FILE CPR. **CHEYENNE**
NDB (MHW) 266 SAA at Shively Fld. **L–9E, 11E**

LOC/DME I-RKS	APP CRS	Rwy Idg	10000
109.3	270°	TDZE	6764
Chan 30		Apt Elev	6764

ILS or LOC/DME RWY 27

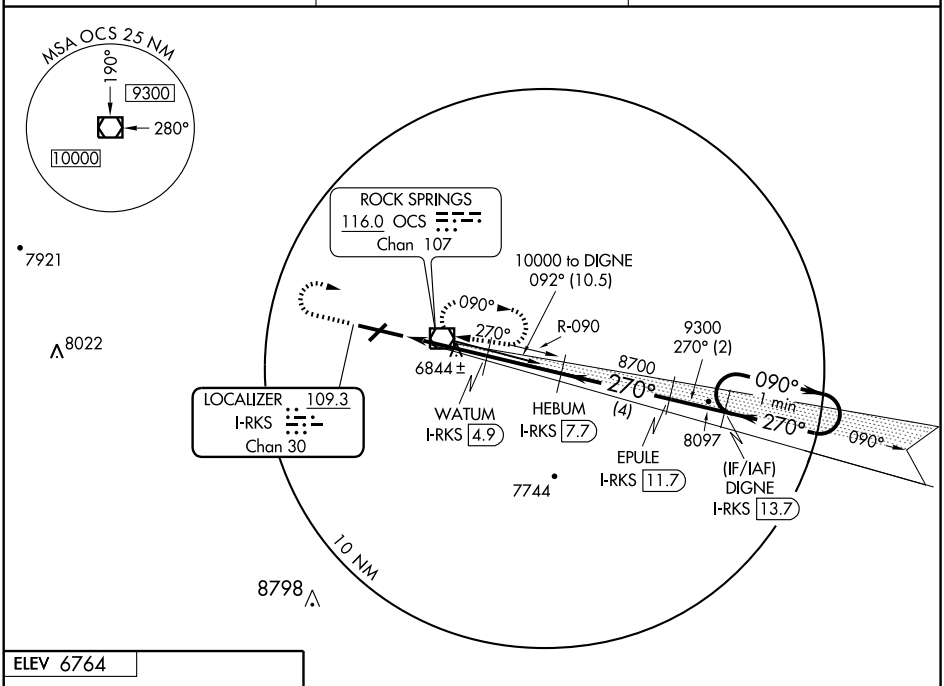
ROCK SPRINGS-SWEETWATER COUNTY (RKS)

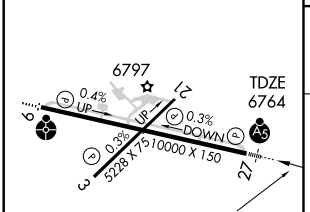
For inoperative MALSR, increase S-LOC 27 Cat. D visibility to 1 mile. Autopilot coupled approach NA below 7000. Glideslope unusable beyond 5 degrees left of course.

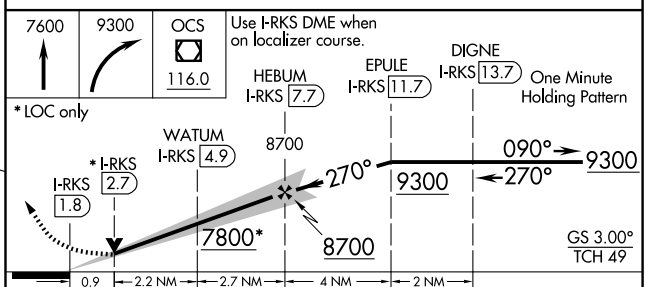
MALSR

MISSED APPROACH: Climb to 7600, then climbing right turn to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

ASOS	CASPER RADIO	UNICOM
118.375	122.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS-27	6964- ½ 200 (200-½)			
S-LOC 27	7100-½ 336 (400-½)			7100-¾ 336 (400-¾)
CIRCLING	7140-1 376 (400-1)	7220-1 456 (500-1)	7220-1½ 456 (500-1½)	7320-2 556 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L
HIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 66016 W09A	APP CRS 090°	Rwy Idg 10000 TDZE 6741 Apt Elev 6764

RNAV (GPS) RWY 9

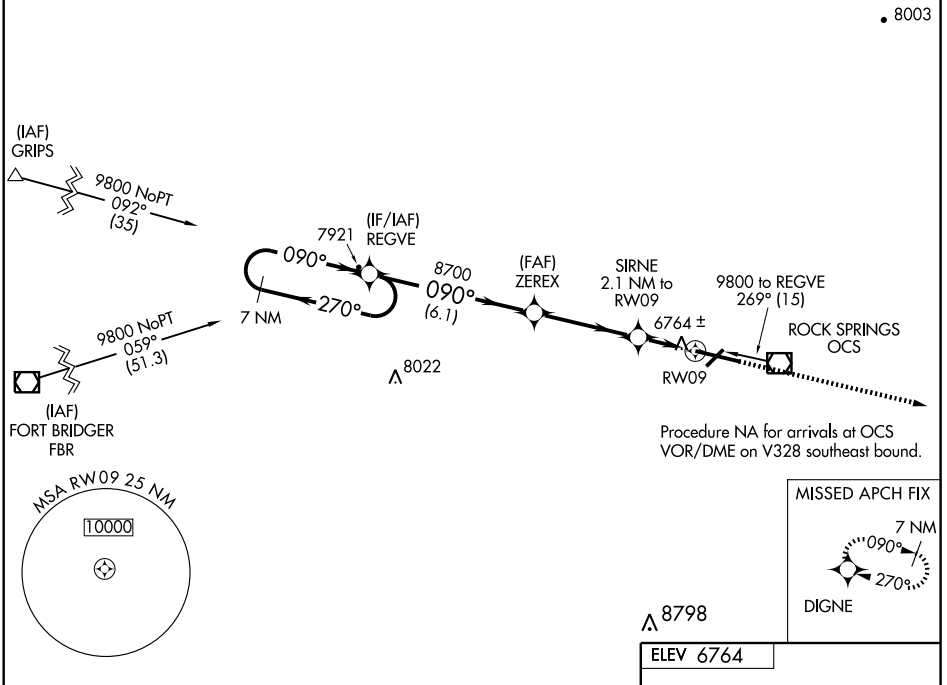
ROCK SPRINGS-SWEETWATER COUNTY (RKS)

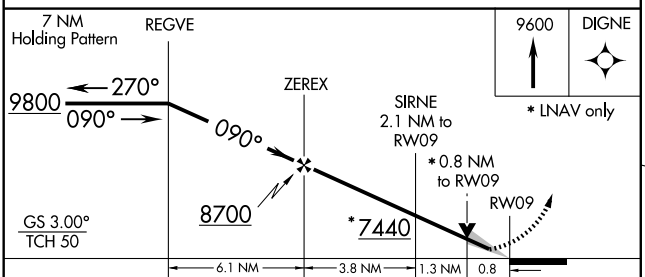
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°C) or above 35°C (95°F). DME/DME RNP- 0.3 NA.

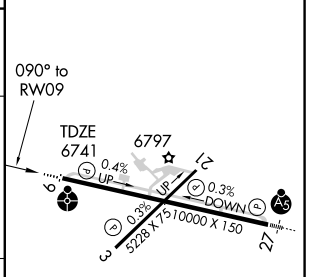
ODALS

MISSED APPROACH: Climb to 9600 direct DIGNE and hold.

ASOS	CASPER RADIO	UNICOM
118.375	122.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	6941-¾ 200 (200-¾)			
LNAV/VNAV DA	7034-¾ 293 (300-¾)			7034-1 293 (300-1)
LNAV MDA	7040-¾ 299 (300-¾)			7040-1 299 (300-1)
CIRCLING	7140-1 376 (400-1)	7220-1 456 (500-1)	7220-1½ 456 (500-1½)	7320-2 556 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L
HIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS CH 49216 W27A	APP CRS 270°	Rwy Idg 10000 TDZE 6764 Apt Elev 6764

RNAV (GPS) RWY 27

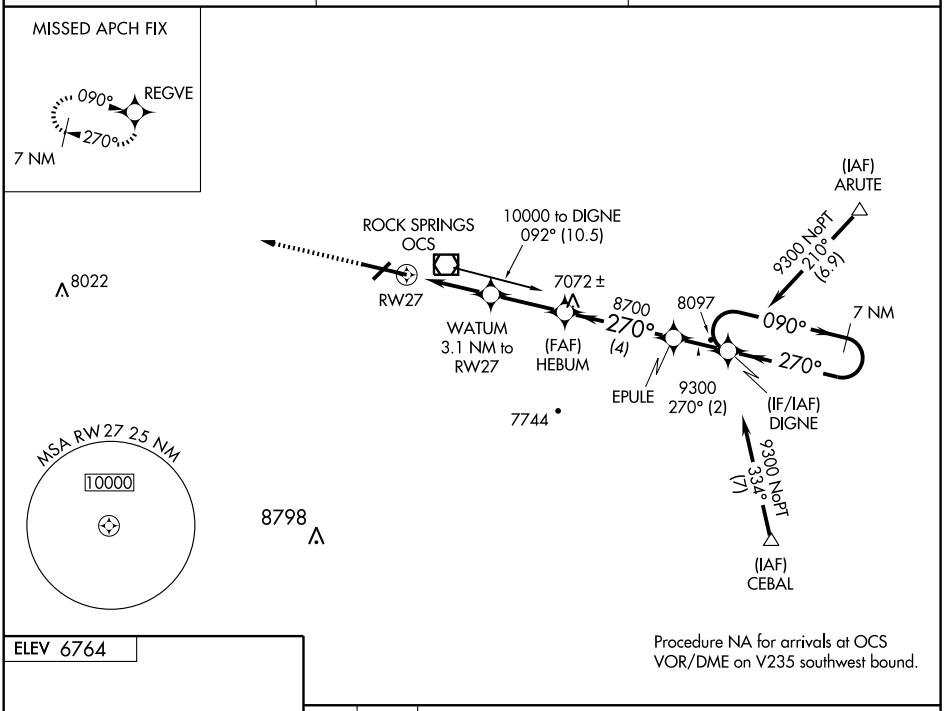
ROCK SPRINGS-SWEETWATER COUNTY (RKS)

For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 35° C (95°F). Inoperative table does not apply to LNAV Cat. D. DME/DME RNP-0.3 NA.

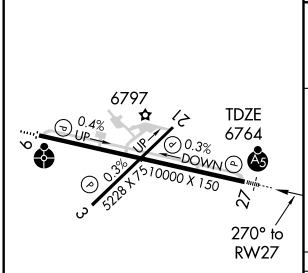
MALSR

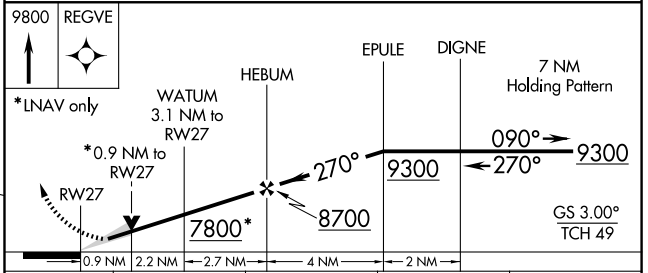
MISSED APPROACH: Climb to 9800 direct REGVE and hold.

ASOS	CASPER RADIO	UNICOM
118.375	122.6	122.8 (CTAF) L



Procedure NA for arrivals at OCS VORDME on V235 southwest bound.





CATEGORY	A	B	C	D
LPV DA	6964-½	200 (200-½)		
LNAV/VNAV DA	7035-½ 271 (300-½)			7035-¾ 271 (300-¾)
LNAV MDA	7100-½ 336 (400-½)			7100-1 336 (400-1)
CIRCLING	7140-1 376 (400-1)	7220-1 456 (500-1)	7220-1½ 456 (500-1½)	7320-2 556 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L
HIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME OCS	APP CRS	Rwy Idg	10000
116.0	085°	TDZE	6741
Chan 107		Apt Elev	6764

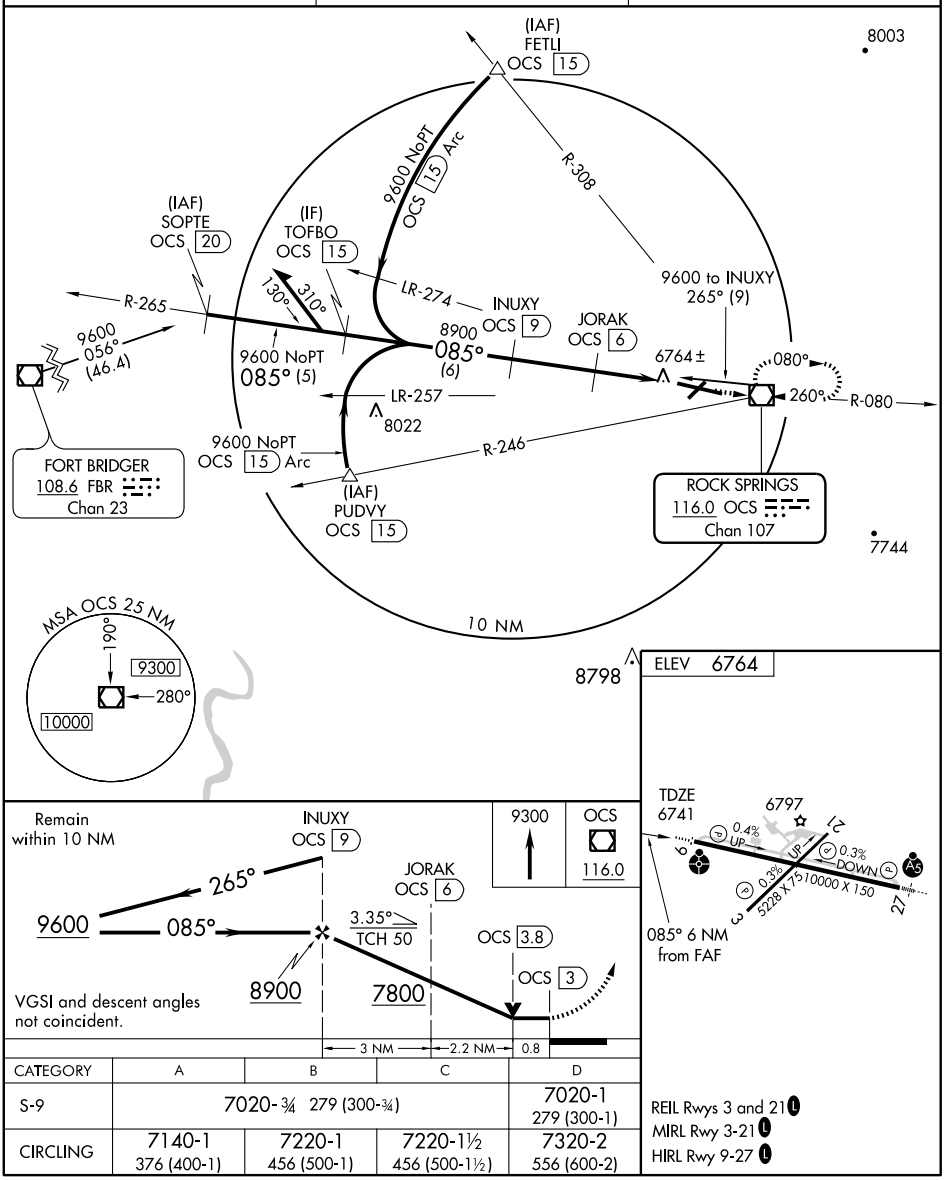
VOR/DME RWY 9

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

ODALS

MISSED APPROACH: Climb to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

ASOS	CASPER RADIO	UNICOM
118.375	122.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-9	7020-¾ 279 (300-¾)			7020-1 279 (300-1)
CIRCLING	7140-1 376 (400-1)	7220-1 456 (500-1)	7220-1½ 456 (500-1½)	7320-2 556 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L
HIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

VOR/DME OCS	APP CRS	Rwy Idg	10000
116.0	255°	TDZE	6760
Chan 107		Apt Elev	6760

VOR/DME RWY 27

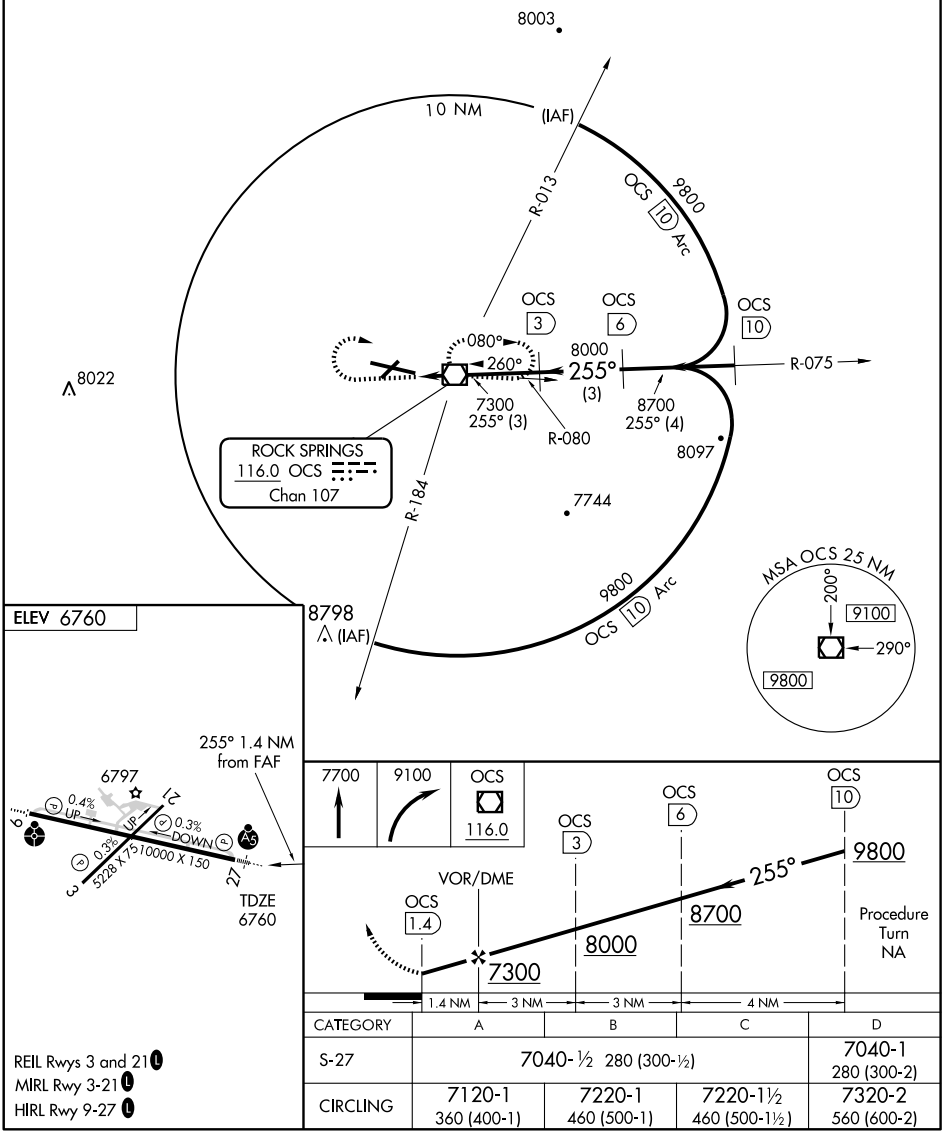
ROCK SPRINGS-SWEETWATER COUNTY (RKS)

Inoperative table does not apply to Cat. D.

MALSR

MISSED APPROACH: Climb to 7700, then climbing right turn to 9100 direct OCS VOR/DME and hold.

ASOS	CASPER RADIO	UNICOM
118.375	122.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-27	7040-½ 280 (300-½)			7040-1 280 (300-2)
CIRCLING	7120-1 360 (400-1)	7220-1 460 (500-1)	7220-1½ 460 (500-1½)	7320-2 560 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L
HIRL Rwy 9-27 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SARATOGA

SHIVELY FLD (SAA) 1 SW UTC−7(−6DT) N41°26.61′ W106°49.65′

CHEYENNE
H–3E, L–9E, 11E
IAP

7015 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE CPR

RWY 05–23: H8801X100 (ASPH–PFC) S–50 MIRL

RWY 05: 1.8% down.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 47′. 1.8% up.

AIRPORT REMARKS: Attended Jun–Sep 1500–0000Z‡, Oct –May Mon–Sat 1500–0000Z‡. After hrs svc avbl call 307–326–8693 fee applied. Antelope may be on rwy. Wind shear over highway approach end of Rwy 23. Ramp fee charged if no fuel purchased. ACTIVATE MIRL Rwy 05–23; REIL Rwy 23 and PAPI Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.175 (307) 326–5387.

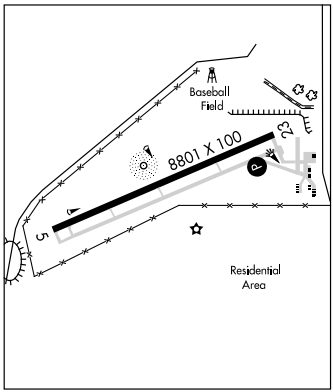
COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

RAWLINS (T) VORW/DME 109.4 RWL Chan 31 N41°48.29′ W107°12.26′ 129° 27.5 NM to fld. 6750/13E.

SARATOGA NDB (MHW) 266 SAA N41°26.70′ W106°49.93′ at fld.



SHERIDAN CO (SHR) 2 SW UTC−7(−6DT) N44°46.15′ W106°58.82′

BILLINGS
H–1E, 2F, L–13D
IAP

4021 B S4 **FUEL** 100, JET A, A1 + OX 1, 2, 3 TPA–See Remarks Class I, ARFF Index A NOTAM FILE SHR

RWY 14–32: H8300X100 (ASPH–PFC) S–60, D–75, 2S–95 HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51′. 0.5% down.

RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. 0.4% up.

RWY 05–23: H5039X75 (ASPH–GRVD) S–36, D–50 MIRL 1.7% up SW

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 35′.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.

AIRPORT REMARKS: Attended dalgt hours. Afld sfc conditions not monitored 0530–1300Z‡. PPR unscheduled air carrier operations with more than 30 passenger seats ctc ARFF station 307–673–1875. Glider activity on and in vicinity of arpt. Fixed wing acft restricted to rwys and twys only. TPA—4821(800); for Turbo Prop and Jet 5521(1500). ACTIVATE MIRL Rwy 05–23; HIRL Rwy 14–32, MALSR Rwy 32, REIL Rwy 05, Rwy 23 and Rwy 14, PAPI Rwy 14, Rwy 32, Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (307) 672–5349. SAWRS (1100–0600Z‡).

COMMUNICATIONS: CTAF/UNICOM 123.0

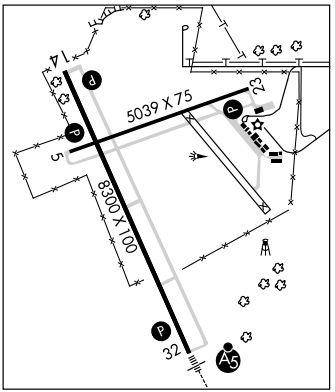
RCO 122.5 (CASPER RADIO)

SALT LAKE CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE SHR.

(L) VORTACW115.3 SHR Chan 100 N44°50.54′ W107°03.67′ 129° 5.6 NM to fld. 4412/13E. VORTAC unusable 160°–200° beyond 30 NM below 14,700′ 200°–270° beyond 30 NM below 12,400′

ILS/DME 108.7 I–SHR Chan 24 Rwy 32.



SHIVELY FLD (See SARATOGA)

NDB SAA 266	APP CRS 150°	Rwy Idg N/A TDZE N/A Apt Elev 7012

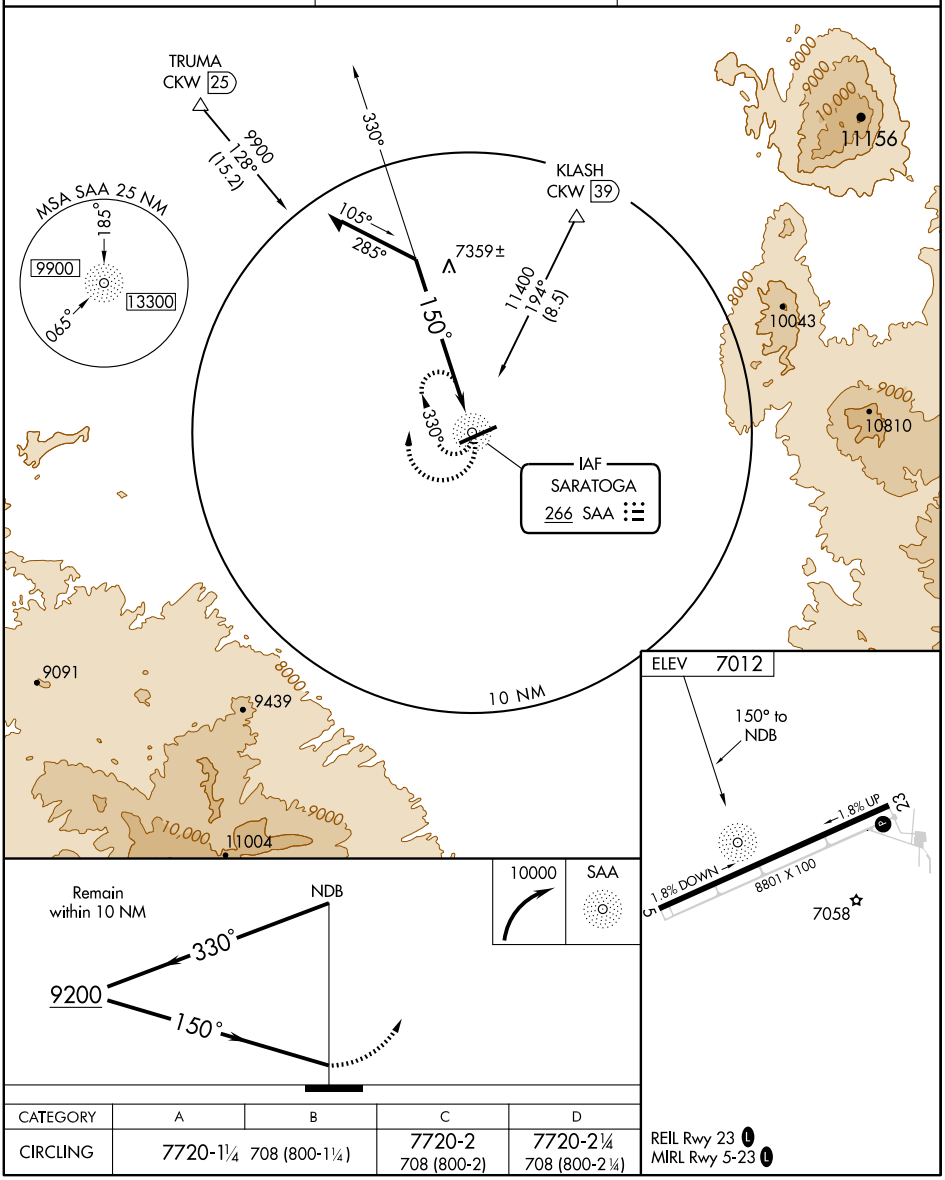
NDB-A

SARATOGA/ SHIVELY FIELD (SAA)

▼ NA — If local altimeter setting not received, use Rawlins altimeter setting and increase all MDAs 280 feet.

MISSED APPROACH: Climbing right turn to 10,000 in SAA NDB holding pattern.

AWOS-3	DENVER CENTER	UNICOM
118.175	132.1 254.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	7720-1¼ 708 (800-1¼)		7720-2 708 (800-2)	7720-2¼ 708 (800-2¼)

REIL Rwy 23 L
MIRL Rwy 5-23 L

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	N/A
151°	TDZE	N/A
	Apt Elev	7012

RNAV (GPS)-B

SARATOGA/ SHIVELY FIELD (SAA)

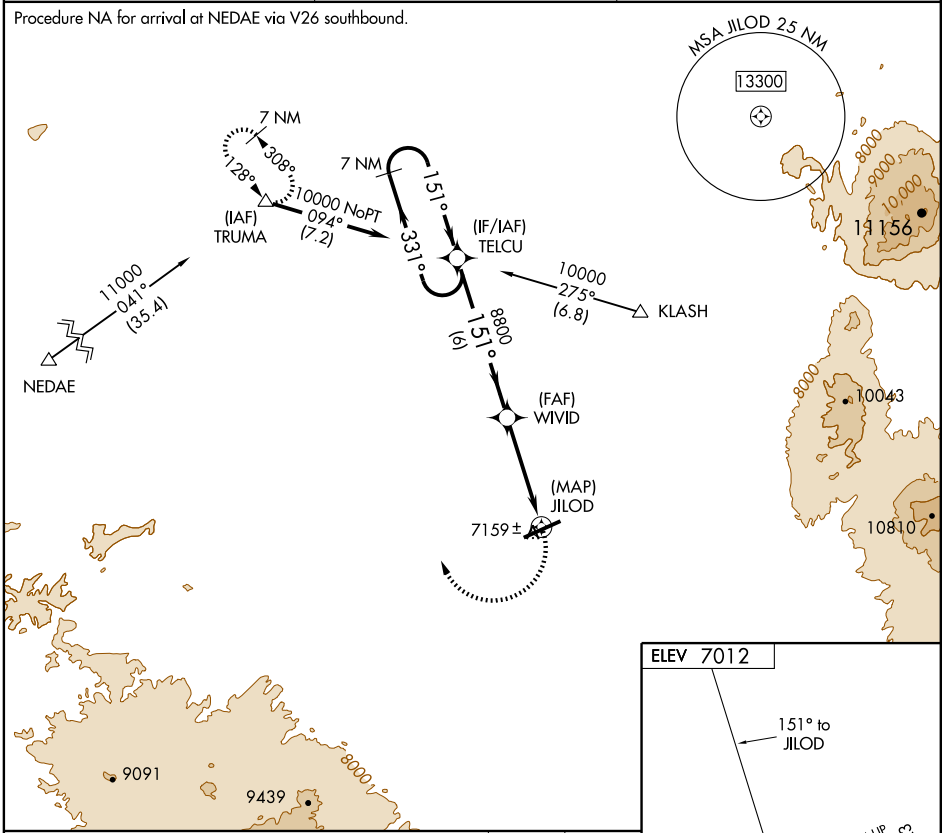
NA

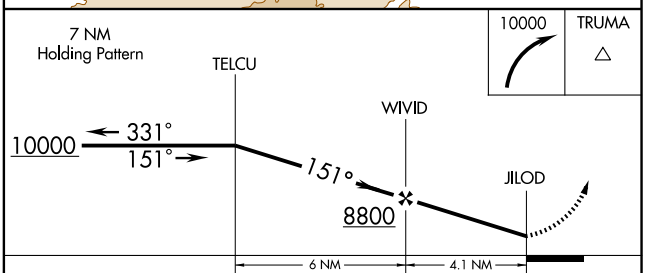
DME/DME RNP -0.3 NA. If local altimeter setting not received, use Rawlins altimeter setting and increase all MDAs 280 feet.

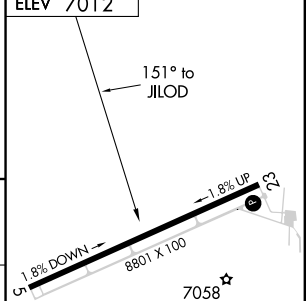
MISSED APPROACH: Climbing right turn to 10,000 direct TRUMA and hold.

AWOS-3	DENVER CENTER	UNICOM
118.175	132.1 254.35	122.8 (CTAF) L

Procedure NA for arrival at NEDAE via V26 southbound.







CATEGORY	A	B	C	D
CIRCLING	7600-1	588 (600-1)	7620-1¾ 608 (700-1¾)	7620-2 608 (700-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SARATOGA

SHIVELY FLD (SAA) 1 SW UTC−7(−6DT) N41°26.61′ W106°49.65′

CHEYENNE
H–3E, L–9E, 11E
IAP

7015 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE CPR

RWY 05–23: H8801X100 (ASPH–PFC) S–50 MIRL

RWY 05: 1.8% down.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 47′. 1.8% up.

AIRPORT REMARKS: Attended Jun–Sep 1500–0000Z‡, Oct –May Mon–Sat 1500–0000Z‡. After hrs svc avbl call 307–326–8693 fee applied. Antelope may be on rwy. Wind shear over highway approach end of Rwy 23. Ramp fee charged if no fuel purchased. ACTIVATE MIRL Rwy 05–23; REIL Rwy 23 and PAPI Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.175 (307) 326–5387.

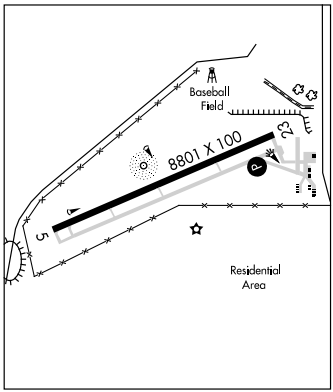
COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

RAWLINS (T) VORW/DME 109.4 RWL Chan 31 N41°48.29′ W107°12.26′ 129° 27.5 NM to fld. 6750/13E.

SARATOGA NDB (MHW) 266 SAA N41°26.70′ W106°49.93′ at fld.



SHERIDAN CO (SHR) 2 SW UTC−7(−6DT) N44°46.15′ W106°58.82′

BILLINGS
H–1E, 2F, L–13D
IAP

4021 B S4 **FUEL** 100, JET A, A1 + OX 1, 2, 3 TPA–See Remarks Class I, ARFF Index A NOTAM FILE SHR

RWY 14–32: H8300X100 (ASPH–PFC) S–60, D–75, 2S–95 HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51′. 0.5% down.

RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. 0.4% up.

RWY 05–23: H5039X75 (ASPH–GRVD) S–36, D–50 MIRL 1.7% up SW

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 35′.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.

AIRPORT REMARKS: Attended dalgt hours. Afld sfc conditions not monitored 0530–1300Z‡. PPR unscheduled air carrier operations with more than 30 passenger seats ctc ARFF station 307–673–1875. Glider activity on and in vicinity of arpt. Fixed wing acft restricted to rwys and twys only. TPA—4821(800); for Turbo Prop and Jet 5521(1500). ACTIVATE MIRL Rwy 05–23; HIRL Rwy 14–32, MALSR Rwy 32, REIL Rwy 05, Rwy 23 and Rwy 14, PAPI Rwy 14, Rwy 32, Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (307) 672–5349. SAWRS (1100–0600Z‡).

COMMUNICATIONS: CTAF/UNICOM 123.0

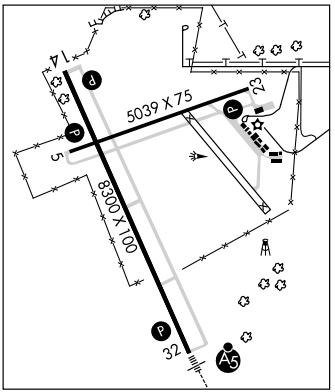
RCO 122.5 (CASPER RADIO)

SALT LAKE CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE SHR.

(L) VORTACW115.3 SHR Chan 100 N44°50.54′ W107°03.67′ 129° 5.6 NM to fld. 4412/13E. VORTAC unusable 160°–200° beyond 30 NM below 14,700′ 200°–270° beyond 30 NM below 12,400′

ILS/DME 108.7 I–SHR Chan 24 Rwy 32.



SHIVELY FLD (See SARATOGA)

LOC/DME I-SHR	APP CRS	Rwy Idg	8300
108.7	323°	TDZE	3985
Chan 24		Apt Elev	4021

ILS or LOC/DME RWY 32

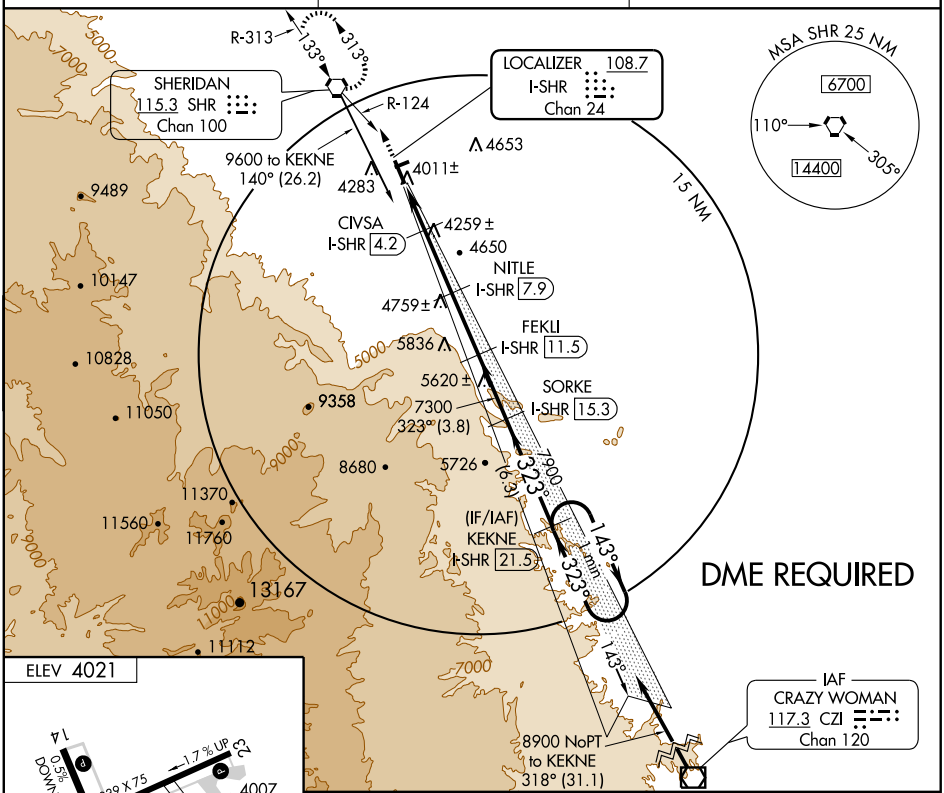
SHERIDAN COUNTY (SHR)

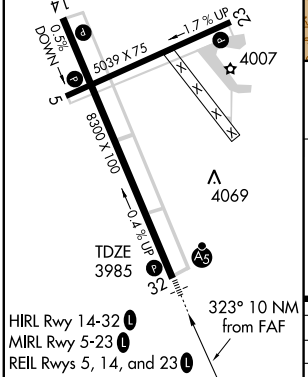
When VGSI inoperative, circling Rwy 5 and 23 NA at night.
For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1.
If local altimeter setting not received, procedure NA.

MALSR

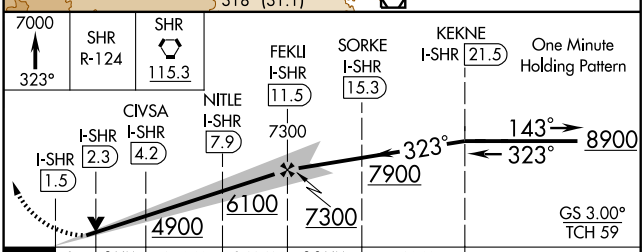
MISSED APPROACH: Climb to 7000 via heading 323° and SHR VORTAC R-124 to SHR VORTAC and hold, continue climb-in-hold to 7000.

ASOS	SALT LAKE CENTER	UNICOM
135.175	127.75 351.9	123.0 (CTAF)





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-ILS 32	4185-½ 200 (200-½)			
S-LOC 32	4260-½ 275 (300-½)			4260-¾ 275 (300-¾)
CIRCLING	4580-1 559 (600-1)	4600-1 579 (600-1)	4620-1½ 599 (600-1½)	4740-2¼ 719 (800-2¼)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

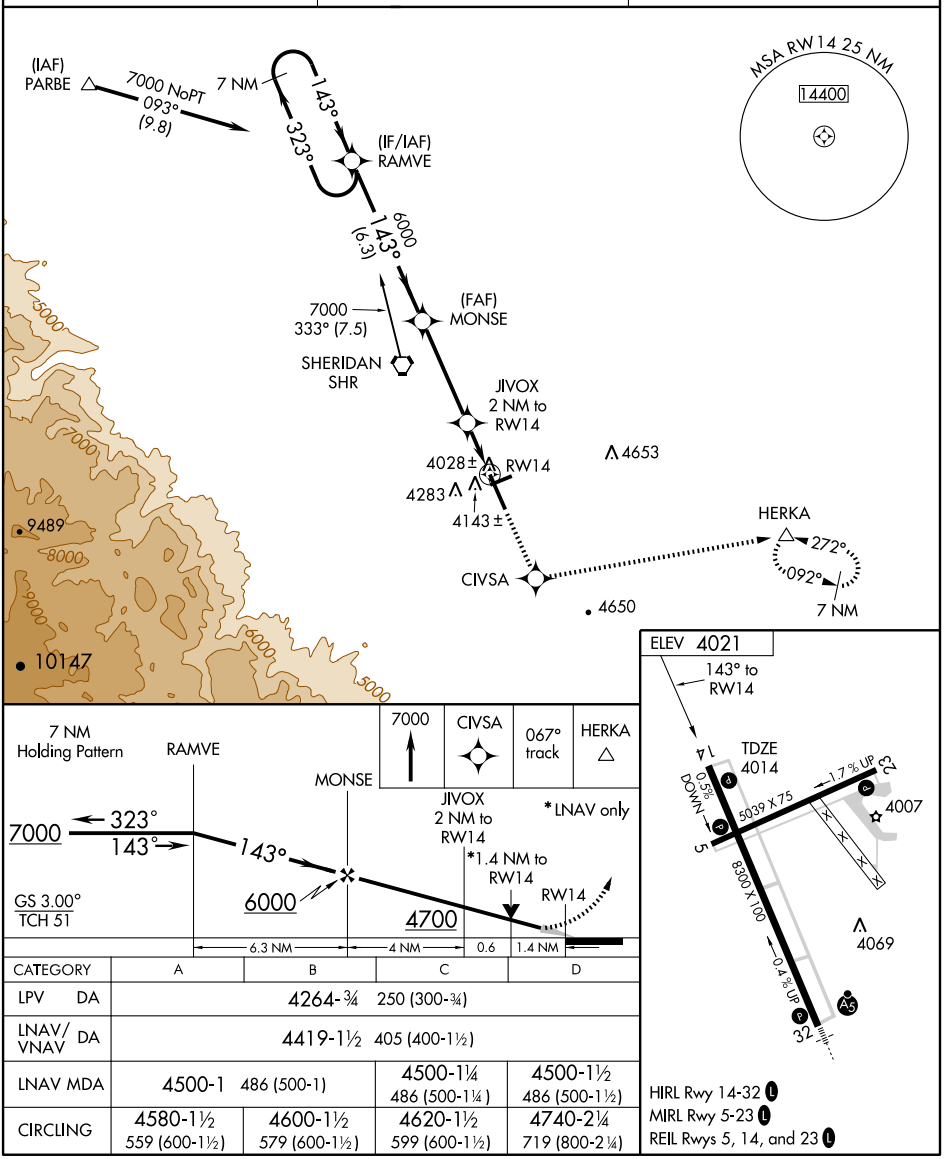
WAAS	APP CRS	Rwy Idg	8300
CH 81899	143°	TDZE	4014
W14A		Apt Elev	4021

RNAV (GPS) RWY 14
SHERIDAN COUNTY (SHR)

DME/DME RNP -0.3 NA.
Baro-VNAV NA below -23°C (-9°F).
When VGSI inoperative, circling Rwy 5 and 23 NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct CIVSA and via 067° track to HERKA and hold, continue climb-in-hold to 7000.

ASOS	SALT LAKE CENTER	UNICOM
135.175	127.75 351.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	4264-¾ 250 (300-¾)			
LNAV/VNAV DA	4419-1½ 405 (400-1½)			
LNAV MDA	4500-1 486 (500-1)		4500-1¼ 486 (500-1¼)	4500-1½ 486 (500-1½)
CIRCLING	4580-1½ 559 (600-1½)	4600-1½ 579 (600-1½)	4620-1½ 599 (600-1½)	4740-2¼ 719 (800-2¼)

HIRL Rwy 14-32 L
MIRL Rwy 5-23 L
REIL Rwys 5, 14, and 23 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8300
CH 65699	323°	TDZE	3985
W32A		Apt Elev	4021

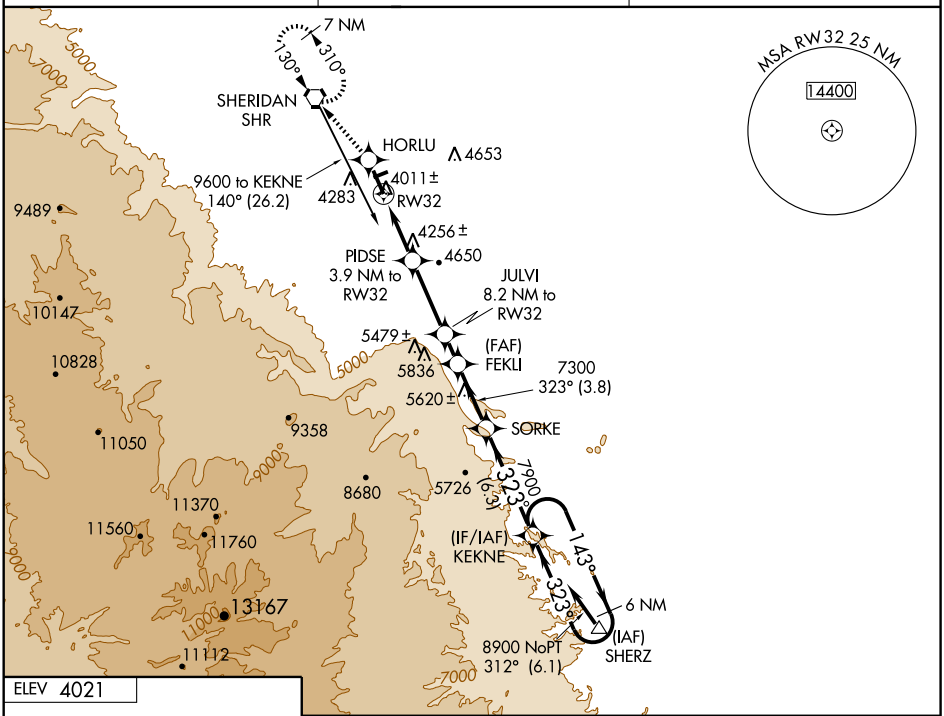
RNAV (GPS) RWY 32
SHERIDAN COUNTY (SHR)

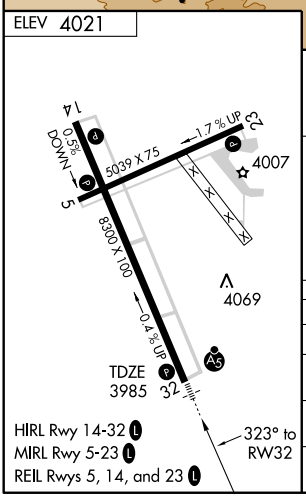
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -23°C (-9°F). For inoperative MALSR, increase LPV visibility to ¾ all Cats. When VGSI inoperative, circling Rwy 5 and 23 NA at night. If local altimeter setting not received, procedure NA.

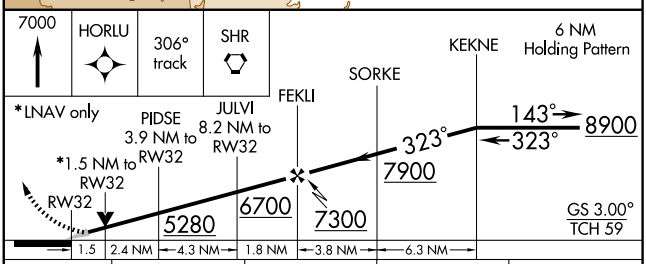
MALSR

MISSED APPROACH: Climb to 7000 direct HORLU and via 306° track to SHR VORTAC and hold, continue climb-in-hold to 7000.

ASOS	SALT LAKE CENTER	UNICOM
135.175	127.75 351.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4235-½ 250 (300-½)			
LNAV/VNAV DA	4426-1 441 (500-1)			
LNAV MDA	4520-½ 535 (500-½)		4520-1 535 (500-1)	4520-1¼ 535 (500-1¼)
CIRCLING	4580-1½ 559 (600-1½)	4600-1½ 579 (600-1½)	4620-1½ 599 (600-1½)	4740-2¼ 719 (800-2¼)

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

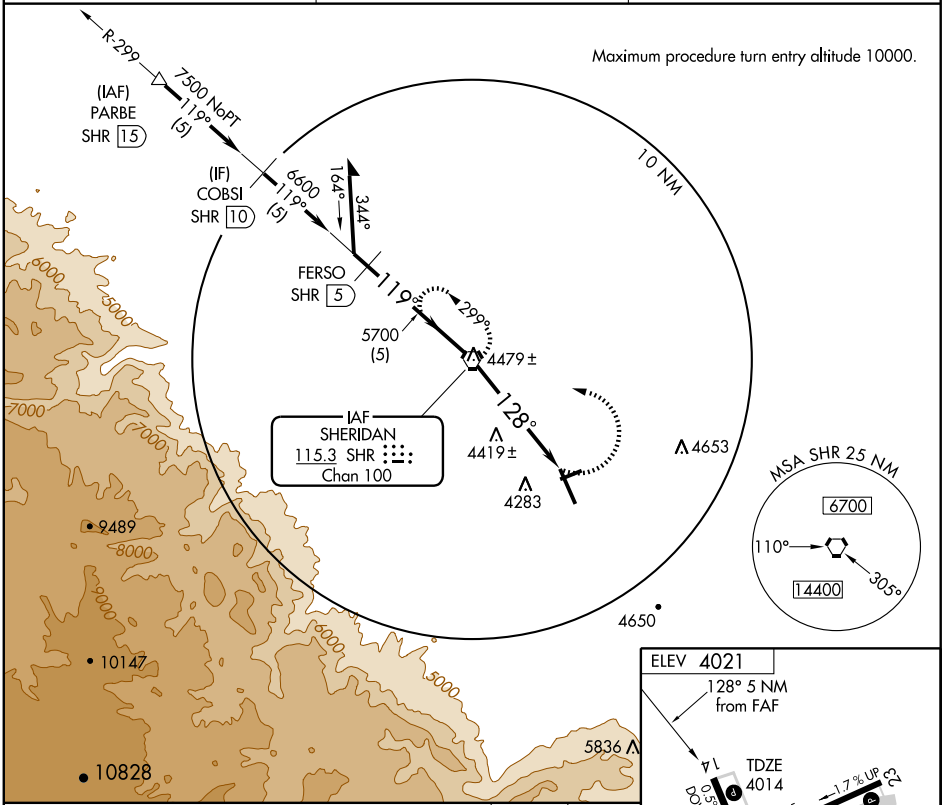
VORTAC SHR	APP CRS	Rwy Idg	8300
115.3	128°	TDZE	4014
Chan 100		Apt Elev	4021

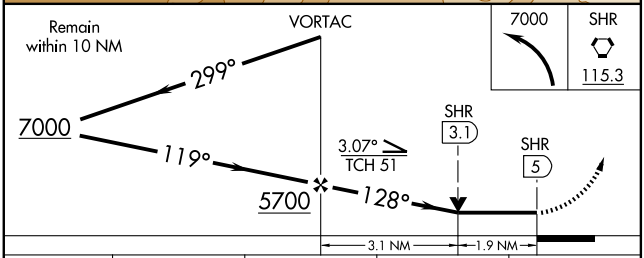
VOR RWY 14
SHERIDAN COUNTY (SHR)

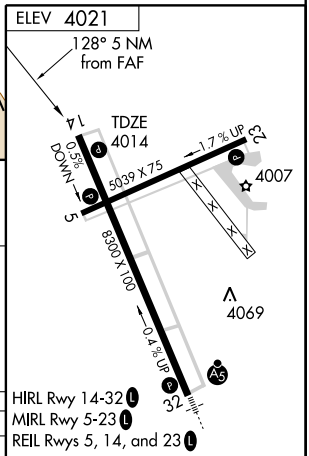
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 7000 direct SHR VORTAC and hold, continue climb-in-hold to 7000.

ASOS	SALT LAKE CENTER	UNICOM
135.175	127.75 351.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-14	4680-1	666 (700-1)	4680-1¾ 666 (700-1¾)	4680-2 666 (700-2)
CIRCLING	4680-1	659 (700-1)	4680-1¾ 659 (700-1¾)	4740-2¼ 719 (800-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

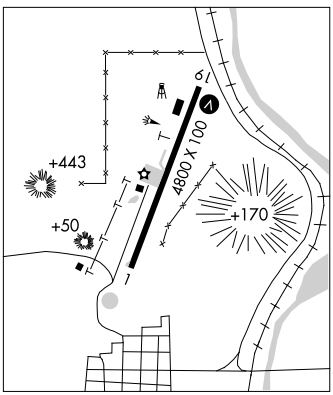
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

SHOSHONI MUNI (49U) 1 N UTC−7(−6DT) N43°15.08′ W108°07.29′ **CHEYENNE**
4817 NOTAM FILE CPR
RWY 08–26: 4650X90 (DIRT)
RWY 08: P–lines **RWY 26:** Fence
RWY 11–29: 2950X75 (DIRT)
RWY 11: Fence
AIRPORT REMARKS: Unattended. Antelope on arpt. Arpt has uncontrolled vehicle access. Rwy 08–26 no line of sight between rwy ends. Rwy 08–26 and Rwy 11–29 numerous rocks on rwy surface, rwy soft when wet. Rwy 08–26 and Rwy 11–29 thlds not marked.
COMMUNICATIONS: CTAF 122.9

SOUTH BIG HORN CO (See GREYBULL)

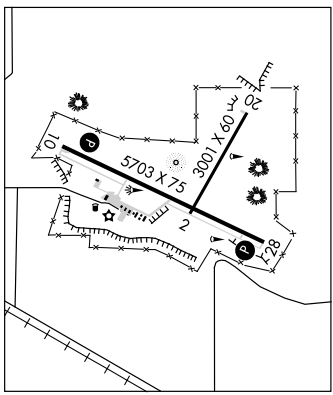
THERMOPOLIS

HOT SPRINGS CO–THERMOPOLIS MUNI (THP) 1 N UTC−7(−6DT) **CHEYENNE**
N43°39.50′ W108°12.79′ **L–11E**
4592 B **FUEL** 100LL NOTAM FILE CPR
RWY 01–19: H4800X100 (ASPH–PFC) S–13 LIRL
RWY 19: SAVASI(V2L)—GA 3.0° TCH 26′.
AIRPORT REMARKS: Attended Nov–Apr 1500–0000Z‡, May–Oct 1430–0030Z‡. For svc after hrs call 307–864–3385 or 307–921–1528. Closed all major holidays. Self–serve credit card fuel avbl 24 hrs. Due to terrain, ops at ngt not recommended. Hills on each side of rwy, not obstruction lgtd. +204′ hill on rwy centerline extended. Ground drops off 50′ at 15′ from Rwy 01 thld and 15′ at 30′ from Rwy 19 thld. Rwy 01–19 is 118′ higher on S end. Recommend ldg uphill Rwy 19; tkf downhill Rwy 01 depending on wind. +3′ dip/trough 137′ to 145′ from Rwy 01 thld entire width of rwy. Extensive cracking and line of sight issues on entire rwy. ACTIVATE LIRL Rwy 01–19 and SAVASI Rwy 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY Chan 125 N43°27.79′ W108°17.98′ 002° 12.3 NM to fld. 7550/16E.



THOMAS MEM (See GLENDO)

TORRINGTON MUNI (TOR) 2 E UTC−7(−6DT) N42°03.87′ W104°09.16′ **CHEYENNE**
4207 B S4 **FUEL** 100LL, JET A TPA–5207(1000) NOTAM FILE TOR **H–5A, L–12F**
RWY 10–28: H5703X75 (ASPH) S–33, D–45 MIRL **IAP**
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Hill.
RWY 02–20: H3001X60 (ASH)
RWY 02: Ground. Rgt tfc.
AIRPORT REMARKS: Attended 1500–0000Z‡. Except national holidays. For fuel after hours call 307–532–2941 or 307–532–7353. Deer and waterfowl on and invof arpt. Rwy 20, 7′ drop off 60′ L and R of centerline at thld, Rwy 10, 7′ drop 100′ from thld and 75′ R. Rwy 10 thld dsplcd 220′ for ngt ops only. Reflectors along parallel twys only, others lighted. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF. MIRL will only activate if beacon is operating during dark or overcast periods.
WEATHER DATA SOURCES: ASOS 118.375 (307) 532–8958.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DENVER APP/DEP CON** 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE BFF.
SCOTTSBLUFF (H) VORTAC 112.6 BFF Chan 73 N41°53.65′ W103°28.92′ 276° 31.8 NM to fld. 4170/13E.
NDB (MHW) 293 TOR N42°03.95′ W104°09.20′ at fld. NOTAM FILE TOR.



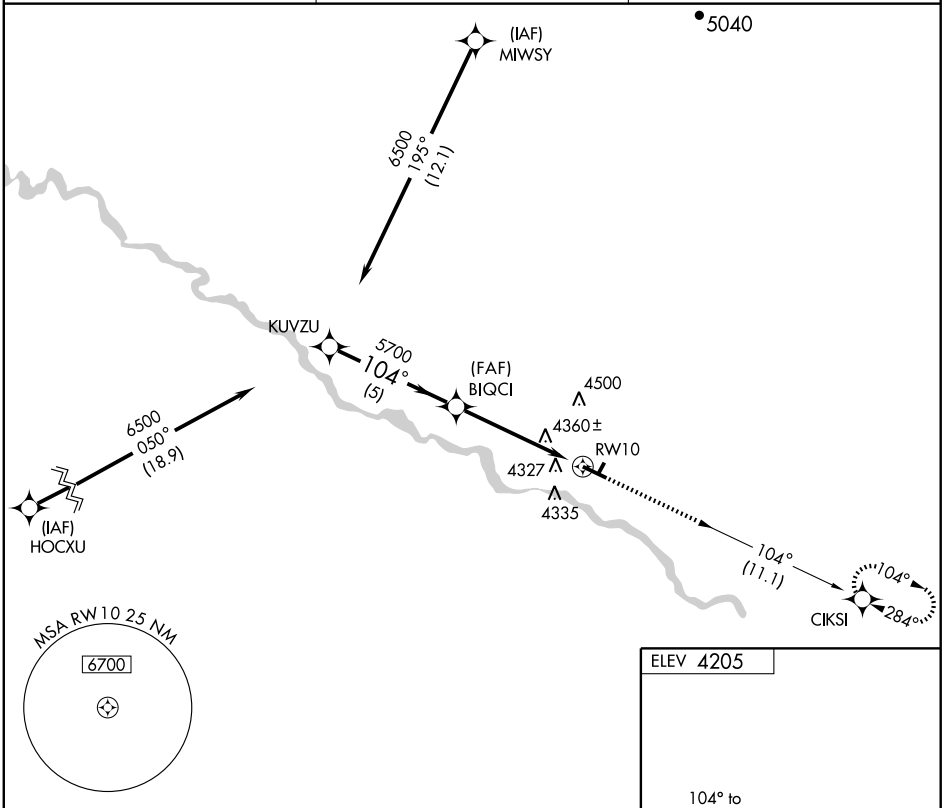
APP CRS	Rwy Idg	5703
104°	TDZE	4205
	Apt Elev	4205

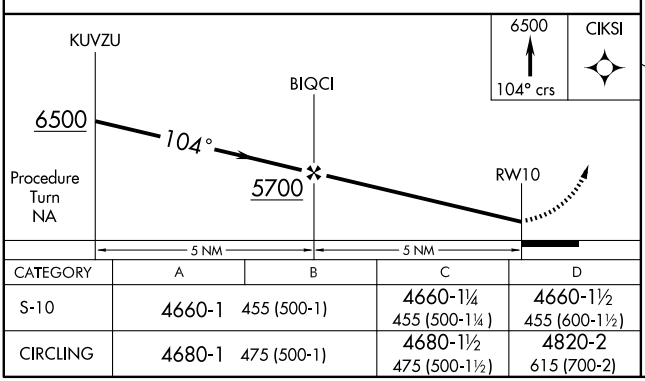
GPS RWY 10
TORRINGTON MUNI (TOR)

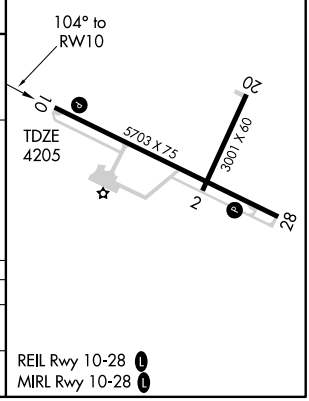
NA

MISSED APPROACH: Climb to 6500 via 104° course to CIKSI WP and hold.

ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-10	4660-1	455 (500-1)	4660-1¼ 455 (500-1¼)	4660-1½ 455 (600-1½)
CIRCLING	4680-1	475 (500-1)	4680-1½ 475 (500-1½)	4820-2 615 (700-2)

REIL Rwy 10-28 L
MIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

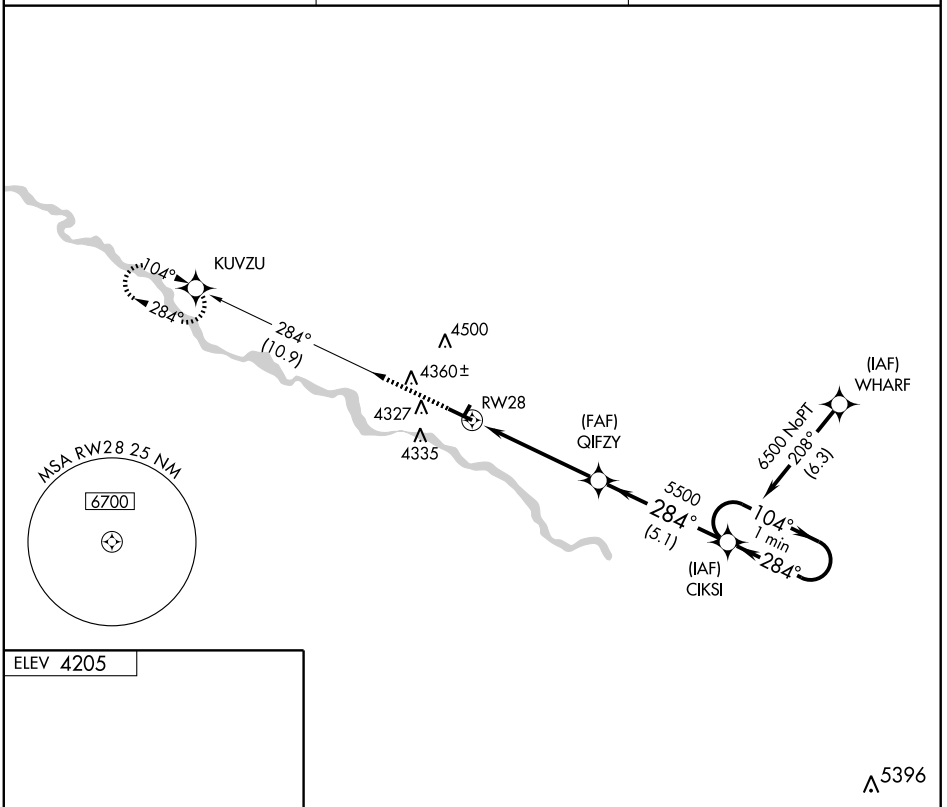
APP CRS	Rwy Idg	5703
284°	TDZE	4200
	Apt Elev	4205

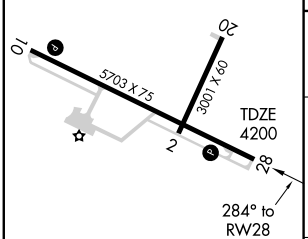
GPS RWY 28
TORRINGTON MUNI (TOR)

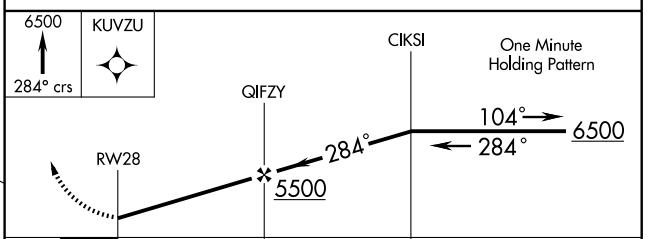
NA

MISSED APPROACH: Climb to 6500 via 284° course to KUVZU WP and hold.

ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-28	4620-1 420 (500-1)		4620-1¼ 420 (500-1¼)	
CIRCLING	4680-1 475 (500-1)		4680-1½ 475 (500-1½)	4820-2 615 (700-2)

REIL Rwy 10-28 L
MIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010

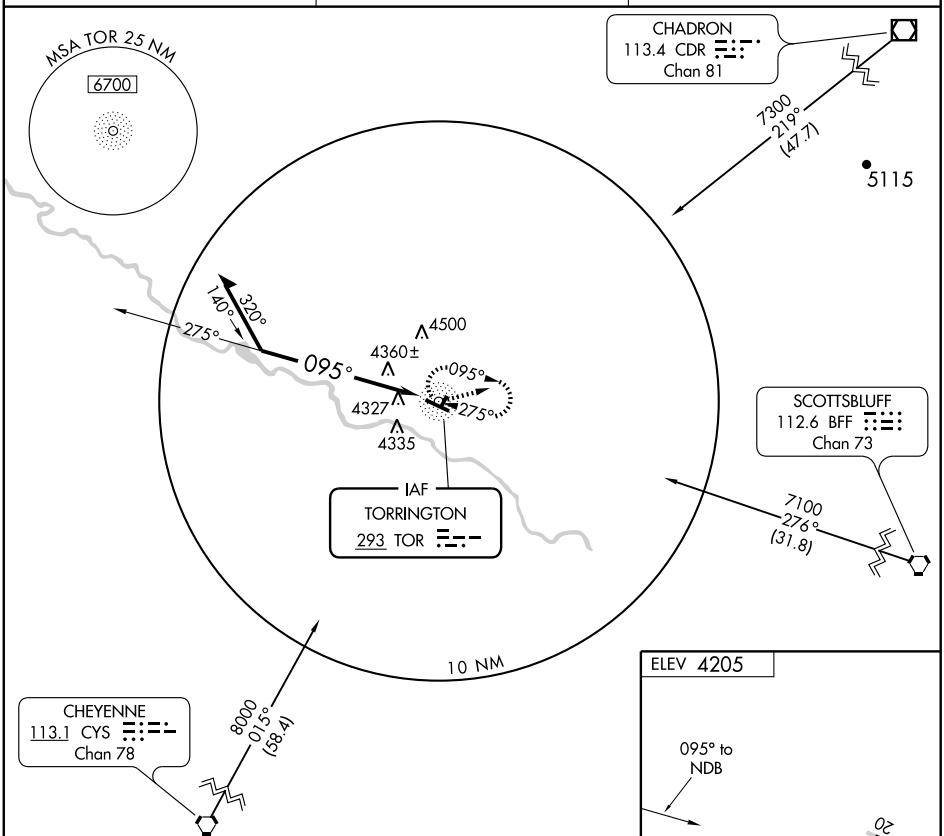
NDB TOR	APP CRS	Rwy Idg	5703
293	095°	TDZE	4205
		Apt Elev	4205

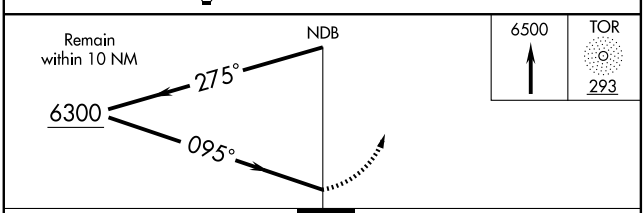
NDB RWY 10
TORRINGTON MUNI (TOR)

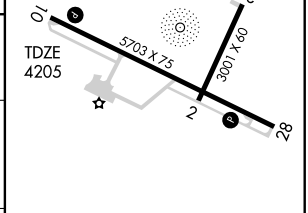
T
NA

MISSED APPROACH: Climb to 6500 in TOR NDB holding pattern.

ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-10	4940-1	735 (800-1)	4940-2 735 (800-2)	4940-2¼ 735 (800-2¼)
CIRCLING	4940-1	735 (800-1)	4940-2 735 (800-2)	4940-2¼ 735 (800-2¼)

REIL Rwy 10-28 L
MIRL Rwy 10-28 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

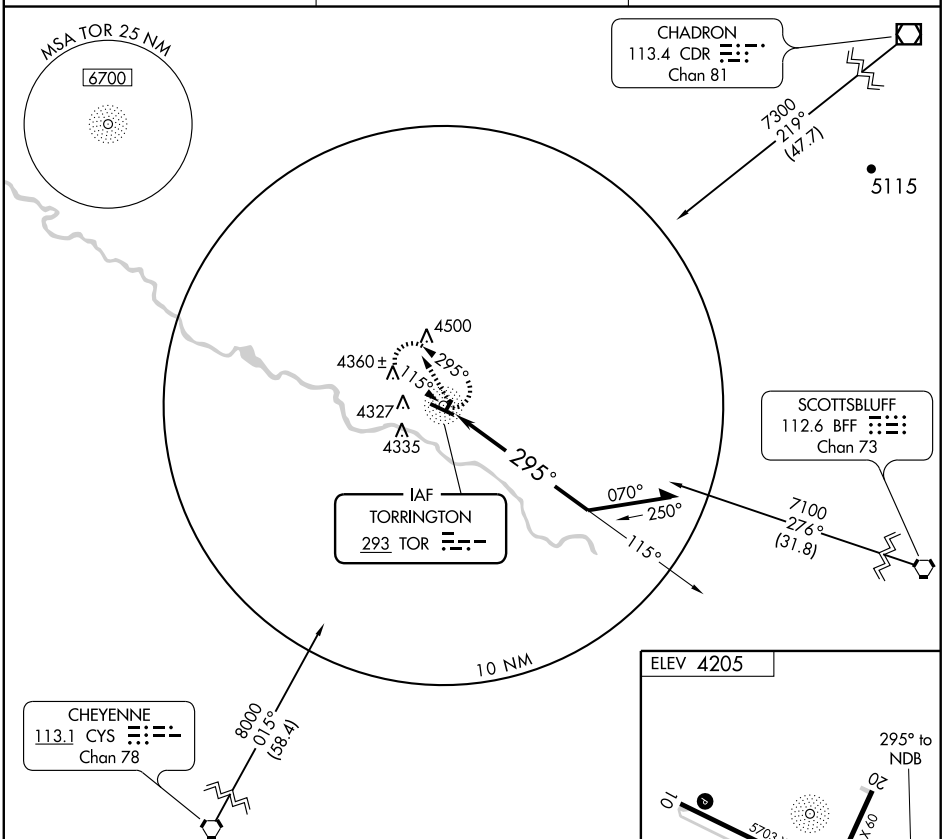
NDB TOR	APP CRS	Rwy Idg	5703
293	295°	TDZE	4200
		Apt Elev	4205

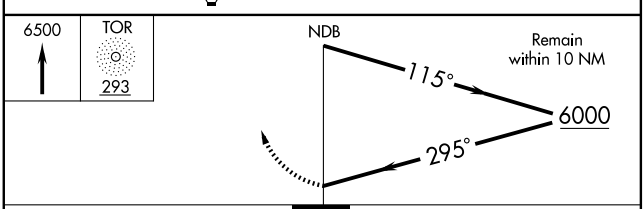
NDB RWY 28
TORRINGTON MUNI (TOR)

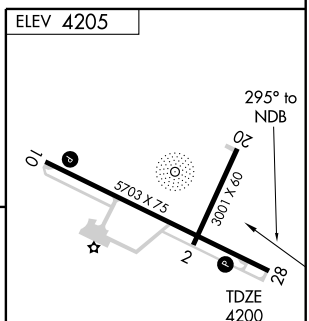
NA

MISSED APPROACH: Climb to 6500 in TOR NDB holding pattern.

ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-28	4720-1	520 (600-1)	4720-1½ 520 (600-1½)	4720-1¾ 520 (600-1¾)
CIRCLING	4720-1	515 (600-1)	4720-1½ 515 (600-1½)	4820-2 615 (700-2)

REIL Rwy 10-28 L
MIRL Rwy 10-28 L

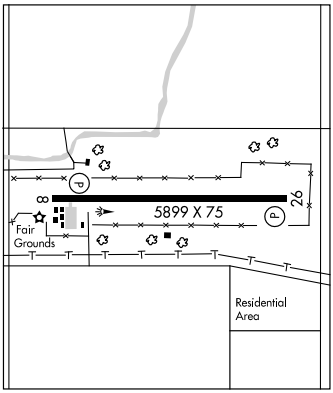
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

UPTON MUNI (83V) 1 SW UTC−7(−6DT) N44°05.43′ W104°38.45′ **CHEYENNE**
4290 B NOTAM FILE CPR
RWY 13–31: 3710X80 (DIRT–GRVL) MIRL
RWY 13: REIL. SAVASI(S2L)—GA 3.0° TCH 25′. **RWY 31:** REIL. SAVASI(S2L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Unattended. For arpt attendant call 307–468–2441. Wildlife on and invof arpt. Ctc arpt manager for rwy conditions prior to winter ops phone 307–468–2441. No regular snow removal. Rwy 13–31 marginal line of sight from rwy ends. +3′ berms along rwy edges. Base of rwy lights are surrounded by reflector cones. Rwy 13–31 MIRL OTS indef. Rwy 13 and Rwy 31 REIL OTS indef. Rwy 13 and Rwy 31 VASI OTS indef. Rotating bcn OTS indef. Radio controlled airplane activity within rwy environment.
COMMUNICATIONS: CTAF/UNICOM 122.8.

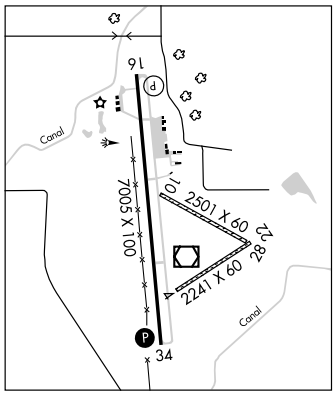
WENZ N42°47.83′ W109°48.21′. NOTAM FILE CPR. **SALT LAKE CITY**
NDB (MHW) 392 PNA at Ralph Wenz Fld. **L–11D**

WHEATLAND

PHIFER AIRFIELD (EAN) 1 E UTC−7(−6DT) N42°03.33′ W104°55.72′ **CHEYENNE**
4776 B NOTAM FILE CPR **H–3E, 5A, L–12F**
RWY 08–26: H5899X75 (ASPH) S–15 MIRL (NSTD) **IAP**
RWY 08: PAPI(P2L)—GA 3.15° TCH 31′. Tree.
RWY 26: PAPI(P2L)—GA 3.0° TCH 26′.
AIRPORT REMARKS: Unattended. Marginal line of sight Rwy 26 thld to area 3000′ W. Rwy 08–26 NSTD MIRL only three lgts per set of thld lgts. ACTIVATE MIRL Rwy 08–26—CTAF. PAPI Rwy 08 and Rwy 26 opr continuously.
COMMUNICATIONS: CTAF 122.9
Ⓡ **DENVER CENTER APP/DEP CON** 135.6
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.
HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 148° 39.5 NM to fld. 4906/12E.



WORLAND MUNI (WRL) 3 S UTC−7(−6DT) N43°57.94′ W107°57.05′ **CHEYENNE**
4227 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE WRL **H–1E, L–11E**
RWY 16–34: H7005X100 (ASPH–PFC) S–50, D–70 MIRL 0.9% up S **IAP**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 10–28: 2501X60 (TURF) 1.5% up SE
RWY 04–22: 2241X60 (TURF) 0.4% up NE
AIRPORT REMARKS: Attended 1300–2330Z‡. Rwy 04–22 and Rwy 10–28 CLOSED Oct 30–Mar 30 yearly. CLOSED to air carrier operations with more than 30 passenger seats. Wind permitting land Rwy 16. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 34—CTAF. PAPI Rwy 16 opr continuously.
WEATHER DATA SOURCES: ASOS 135.475 (307) 347–4217.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.4 (CASPER RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.25
AIRSPACE: CLASS E svc 1330–0530Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE WRL.
(L) VORW/DME 114.8 RLY Chan 95 N43°57.85′ W107°57.05′ at fld. 4190/13E.



YELLOWSTONE RGNL (See CODY)

APP CRS	Rwy Idg	N/A
260°	TDZE	N/A
	Apt Elev	4774

RNAV (GPS)-A

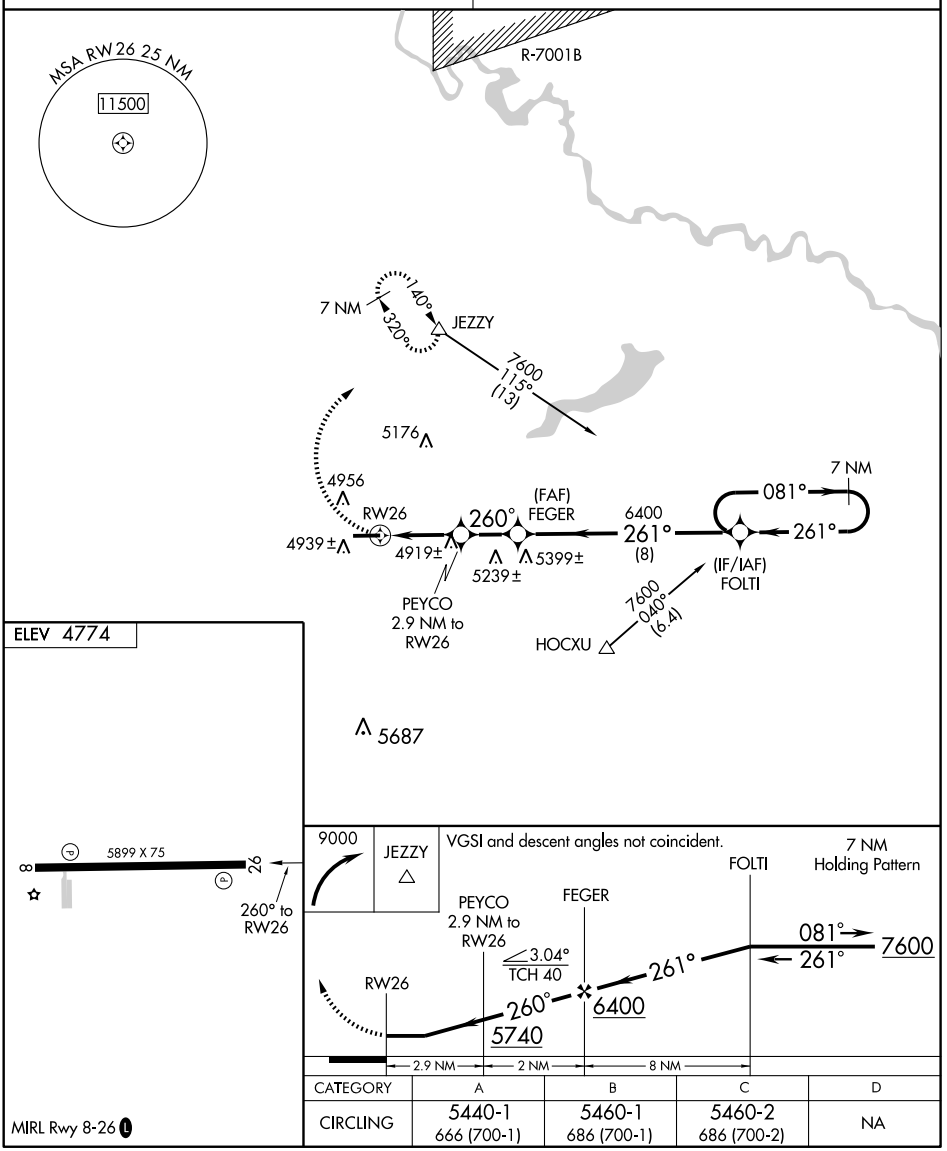
WHEATLAND/ PHIFER AIRFIELD (EAN)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Use Torrington altimeter setting; when not received, use Western Neb. Rgnl/William B. Heilig Field altimeter setting and increase all MDAs 100 feet and visibility Cats B/C ¼ mile. Procedure NA at night.

NA

MISSED APPROACH: Climbing right turn to 9000 direct JEZZY and hold, continue climb-in-hold to 9000.

DENVER CENTER	CTAF
135.6 385.6	122.9 L



CATEGORY	A	B	C	D
CIRCLING	5440-1 666 (700-1)	5460-1 686 (700-1)	5460-2 686 (700-2)	NA

MIRL Rwy 8-26 L

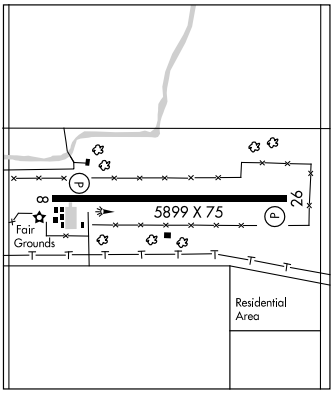
NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010

UPTON MUNI (83V) 1 SW UTC−7(−6DT) N44°05.43′ W104°38.45′ **CHEYENNE**
4290 B NOTAM FILE CPR
RWY 13–31: 3710X80 (DIRT–GRVL) MIRL
RWY 13: REIL. SAVASI(S2L)—GA 3.0° TCH 25′. **RWY 31:** REIL. SAVASI(S2L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Unattended. For arpt attendant call 307–468–2441. Wildlife on and invof arpt. Ctc arpt manager for rwy conditions prior to winter ops phone 307–468–2441. No regular snow removal. Rwy 13–31 marginal line of sight from rwy ends. +3′ berms along rwy edges. Base of rwy lights are surrounded by reflector cones. Rwy 13–31 MIRL OTS indef. Rwy 13 and Rwy 31 REIL OTS indef. Rwy 13 and Rwy 31 VASI OTS indef. Rotating bcn OTS indef. Radio controlled airplane activity within rwy environment.
COMMUNICATIONS: CTAF/UNICOM 122.8.

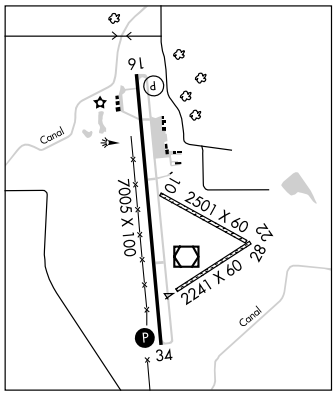
WENZ N42°47.83′ W109°48.21′. NOTAM FILE CPR. **SALT LAKE CITY**
NDB (MHW) 392 PNA at Ralph Wenz Fld. **L–11D**

WHEATLAND

PHIFER AIRFIELD (EAN) 1 E UTC−7(−6DT) N42°03.33′ W104°55.72′ **CHEYENNE**
4776 B NOTAM FILE CPR **H–3E, 5A, L–12F**
RWY 08–26: H5899X75 (ASPH) S–15 MIRL (NSTD) **IAP**
RWY 08: PAPI(P2L)—GA 3.15° TCH 31′. Tree.
RWY 26: PAPI(P2L)—GA 3.0° TCH 26′.
AIRPORT REMARKS: Unattended. Marginal line of sight Rwy 26 thld to area 3000′ W. Rwy 08–26 NSTD MIRL only three lgts per set of thld lgts. ACTIVATE MIRL Rwy 08–26—CTAF. PAPI Rwy 08 and Rwy 26 opr continuously.
COMMUNICATIONS: CTAF 122.9
Ⓡ **DENVER CENTER APP/DEP CON** 135.6
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.
HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 148° 39.5 NM to fld. 4906/12E.



WORLAND MUNI (WRL) 3 S UTC−7(−6DT) N43°57.94′ W107°57.05′ **CHEYENNE**
4227 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE WRL **H–1E, L–11E**
RWY 16–34: H7005X100 (ASPH–PFC) S–50, D–70 MIRL 0.9% up S **IAP**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 10–28: 2501X60 (TURF) 1.5% up SE
RWY 04–22: 2241X60 (TURF) 0.4% up NE
AIRPORT REMARKS: Attended 1300–2330Z‡. Rwy 04–22 and Rwy 10–28 CLOSED Oct 30–Mar 30 yearly. CLOSED to air carrier operations with more than 30 passenger seats. Wind permitting land Rwy 16. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 34—CTAF. PAPI Rwy 16 opr continuously.
WEATHER DATA SOURCES: ASOS 135.475 (307) 347–4217.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.4 (CASPER RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.25
AIRSPACE: CLASS E svc 1330–0530Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE WRL.
(L) VORW/DME 114.8 RLY Chan 95 N43°57.85′ W107°57.05′ at fld. 4190/13E.



YELLOWSTONE RGNL (See CODY)

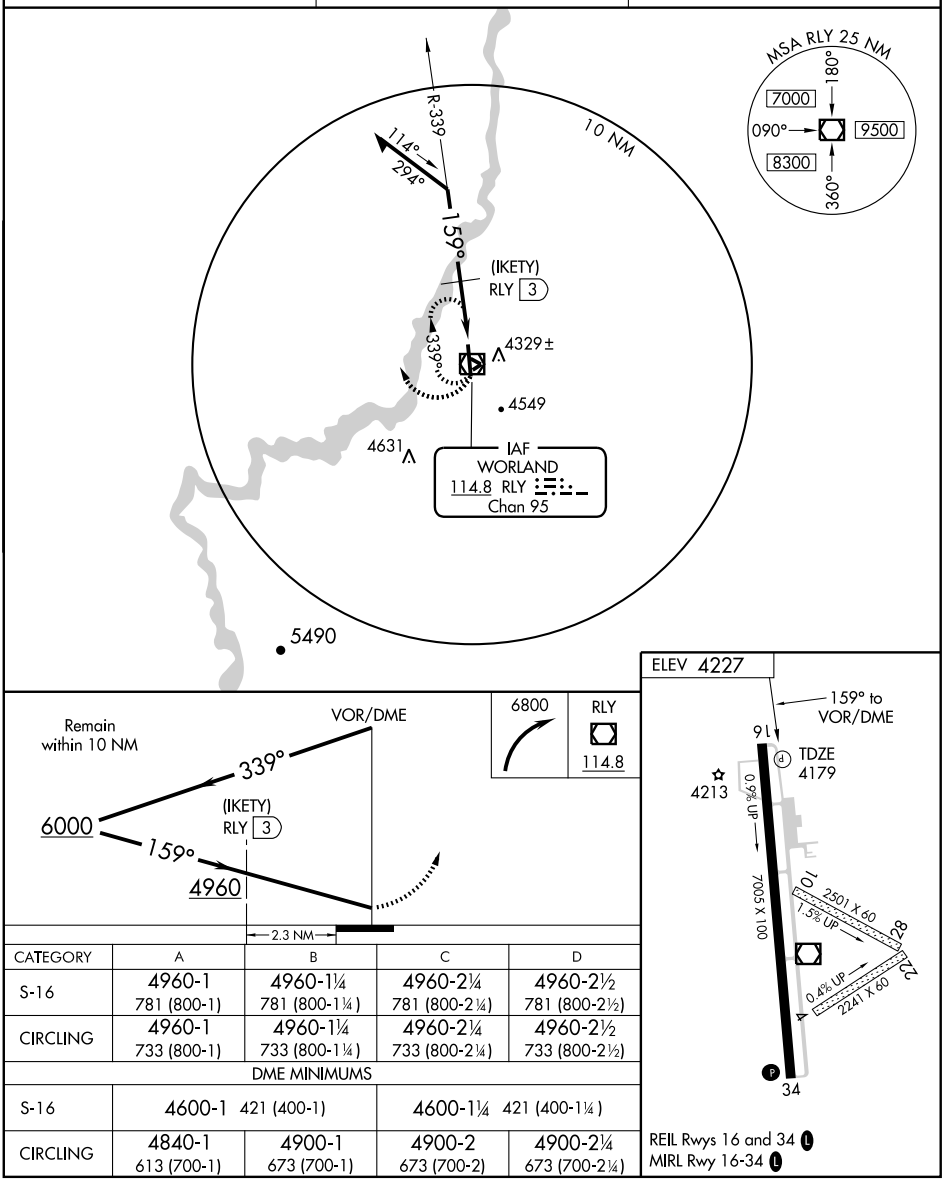
VOR/DME RLY	APP CRS	Rwy Idg	7005
114.8	159°	TDZE	4179
Chan 95		Apt Elev	4227

VOR or GPS RWY 16

WORLAND MUNI (WRL)

MISSED APPROACH: Climbing right turn to 6800 in RLY VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.475	133.25 285.6	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-16	4960-1 781 (800-1)	4960-1¼ 781 (800-1¼)	4960-2¼ 781 (800-2¼)	4960-2½ 781 (800-2½)
CIRCLING	4960-1 733 (800-1)	4960-1¼ 733 (800-1¼)	4960-2¼ 733 (800-2¼)	4960-2½ 733 (800-2½)
DME MINIMUMS				
S-16	4600-1 421 (400-1)		4600-1¼ 421 (400-1¼)	
CIRCLING	4840-1 613 (700-1)	4900-1 673 (700-1)	4900-2 673 (700-2)	4900-2¼ 673 (700-2¼)

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NW-1, 26 AUG 2010 to 23 SEP 2010
NW-1, 26 AUG 2010 to 23 SEP 2010